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# MOTORSPORT NEWS

**RALLY  
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FULL REPORT  
P26-29

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# ASTON

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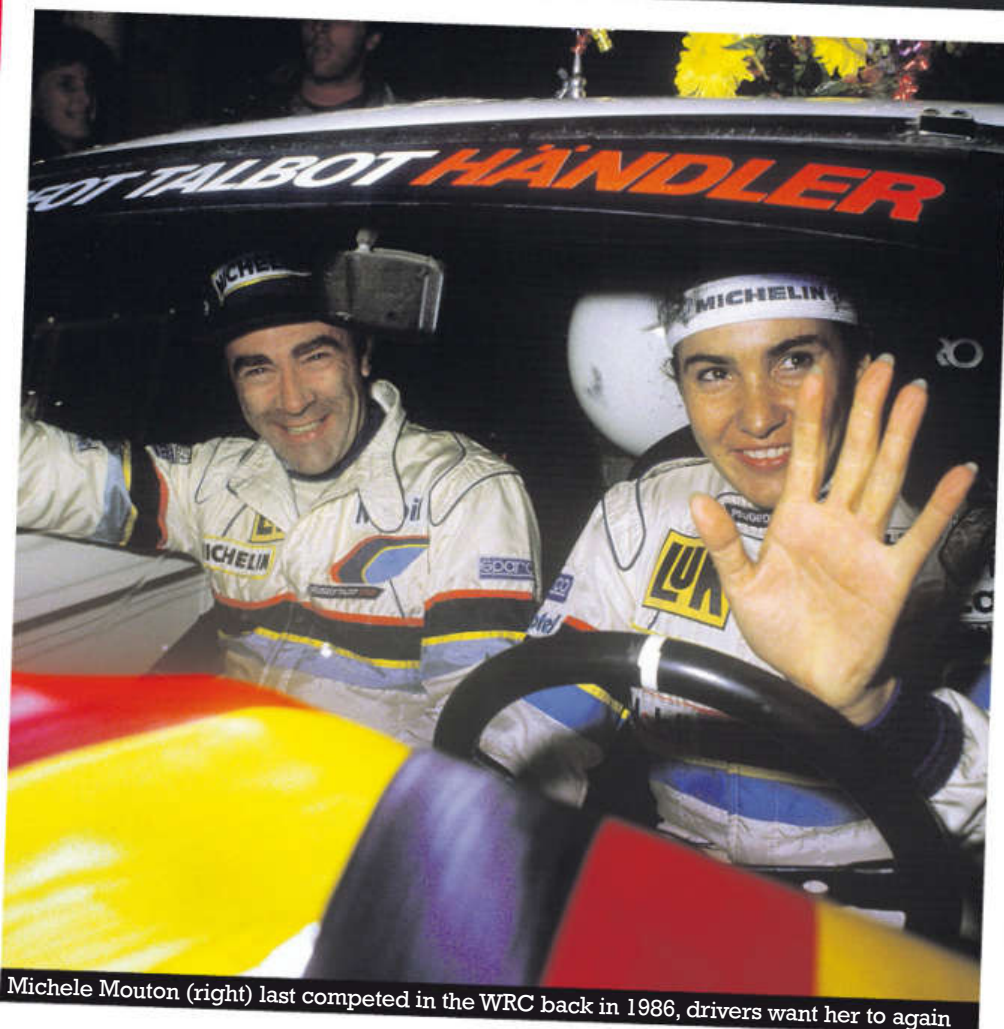
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**Top drivers hit out at the safety of dark**

# DRIVERS



Michele Mouton (right) last competed in the WRC back in 1986, drivers want her to again

**By David Evans**

**Leading drivers in the World Rally Championship have demanded answers from the FIA over what they see as a lack of regard for safety from the governing body of world motorsport.**

Many of the drivers were angered at the inclusion of a night stage on last week's Rally Australia. World champion Sebastien Ogier led calls for the governing body to look into the safety of the Valla stage, which was reported to be driven in dangerously dusty conditions.

The Frenchman, who outlined

his concerns to *MN* just hours after clinching his third world title in Coff's Harbour, said: "Night stages on gravel shouldn't happen, for safety it's not good. For sure, we all said it before the event to the organiser: 'Please think about it, maybe [it's] not best idea'. And especially on this kind of ground, which is so dusty. We hear so much about safety and it's our priority number one, but we would like this to be the case on every side and typically this is a situation where we can avoid risk if we avoid this situation."

"The organiser wanted something special, I don't know the idea behind it, but it's not very clever."

Rally Australia organisers explained to *MN* that, in the absence of a superspecial stage, they wanted to include something innovative in the route for this year's New South Wales event.

Hyundai's Thierry Neuville vented frustrations similar to Ogier's. The Belgian said: "It's the same every time we do those stupid things. This will stop the day after somebody died or has a heavy, heavy accident, then it will stop for sure and they will say this

can't be done any more. We will wait until this happens or spectators will be involved or the crew will be hurt very badly. They will only stop this then."

**Performance issue, not safety**

The FIA's WRC manager Michele Mouton refused to accept the crews' point of view. She told *MN*: "This is not a safety issue at all. This is about the performance issue. I think we have to cool down on this now. Kris Meeke lost his lead to Sebastien Ogier in that stage. If he was two seconds faster than Ogier, then I think he would say nothing. I understand he wants to go faster, but he cannot blame everybody else."

"Did you look at the onboard from [Hayden] Paddon? He was starting the stage after Meeke, so if there was dust, there should have been more dust for him, but there is no more dust."

Mouton pointed to the stage times on the second run at Valla on Saturday, adding: "If there was dust, then how is it possible the drivers were going faster than their first run in the daylight?"

Ogier won the dark stage with a



Ogier: no gravel at night



# HEADLINE NEWS

Photos: mcklein-imagedatabase.com, LAT

## special stages run on gravel

# SLAM NIGHT STAGE



Drivers said heavy dust on stage limited their visibility

time of 4m25.1s, two seconds up on his first attempt at the test. Paddon won that first run in daylight, partly courtesy of a preferential position on the road, with a time of 4m24.8s – three tenths faster than Ogier in the dark.

“The trouble is with these drivers,” said Mouton, “they don’t like uncertainty and the dark brings uncertainty. As well as that, they are not used to competing in the dark, but it is part of the challenge of the rally.”

Rally Australia organisers confirmed the dark stages would return next season.

### Drivers’ invitation

Neuville added that he wanted Mouton to go in a current World Rally Car, to experience first-hand the challenges the current drivers were facing.

“Things have changed since she was competing,” said Neuville. “The invitation is not only coming from me to sit in the car, it’s from all of the drivers – every one of us would like the chance to show Michele how it is today compared with when she was driving.”

Mouton denied she had ever received such an invitation,

saying: “I swear, not one of them asked me. They think I don’t know what is going on in the car? I won’t go. I won’t, because you don’t rule the championship because you know or your don’t know [what goes on in the car], you do this by having a complete picture of the sport.”

### Tyre questions

Another area of concern from the service park surrounds a waiver issued for next month’s Tour de Corse. The first official bulletin from the next round of the WRC reveals that the regulation stipulating a minimum of 1.6mm of tread depth on tyres has been scrapped for the soft compound tyre on French island.

WRC regulation 60.1.9 states: “At all times during the event, the tread depth of the Tarmac tyres fitted on the car must not be less than 1.6mm over at least three quarters of the tread pattern.”

Tour de Corse bulletin 1.1.7/6 – Waivers states: “FIA-WRC Art. 60.1.9 will not apply on soft tyres.”

One senior team member in the service park told *MN*: “This is a strange message. The cars can come from the stage with no tread

on the tyre – the police can stop the car from competing, but this is acceptable for the FIA? We don’t understand something like this.”

The problem comes with the itinerary for Corsica, which groups two long stages on each day with no service between. On day one and two the Casamozza-Ponte Leccia (27.14 miles) and Francardo-Sermano (22.63 miles) tests must be tackled on the same rubber, while on Sunday, October 4, Sotta-Chialza (22.81 miles) and Zerubia-Martini (25.76 miles) will also be done without changing the tyres.

If the weather is wet, the crews will be forced to take the soft tyre, which might not last the complete loop with 1.6mm of tread intact.

Mouton said: “We don’t expect this to be a problem, but we gave the waiver because: what do we do if the rain comes? Do we send them on the hard tyre, which is not suitable? We don’t live in the perfect world, but in the future we will look at possibly limiting the length of stages or working with the tyre manufacturers to make a tyre to last – don’t forget, the itinerary for Corsica is quite an exceptional one.”



Todt is taking action

### FIA meeting to discuss safety

FIA president Jean Todt chaired an extraordinary meeting of the governing body’s rally safety representatives in Geneva, following the tragic Coruna Rally accident in Spain earlier this month.

An 11-year-old girl became the seventh fatality from the accident, on Saturday, September 5. She died in hospital 24 hours later from injuries sustained in the crash.

From the meeting, the FIA is working on a plan of action to encourage national governing bodies to run events within its framework for spectator and car safety. In addition to that, there will be the creation of a dedicated task force of FIA experts on hand to support governing bodies around the world.

Michele Mouton, who turned around halfway through her flight from Europe to Rally Australia to attend the meeting, explained that education was at the heart of future FIA safety policy.

Arriving in Coff’s Harbour after the meeting, Mouton said: “We must work on the education of spectators, this is the most effective way for the future. Do the spectators understand the risk? I don’t think they do. If you ask me: would a pregnant woman stand on a corner where she risks her life? I don’t think so. We must explain the best way for governing bodies and then help them to implement this.”

“We saw on Portugal’s round of the WRC earlier this year what can be achieved. We all feared the worst, but what we saw was incredible. It can be done. Jean Todt wanted action on this straight away, that is why the meeting came so quickly. And now, knowing Jean Todt, there will be another meeting and more action very quickly. Road safety and safety in sport is the main target of Jean.”



Neuville has invited Mouton to ride in his modern car

## VOLKSWAGEN WANTS TO BE LIKE AUDI

## PAGE 12



# RACING NEWS

## F1 ROUND-UP



### K-Mag can leave

McLaren team principal Eric Boullier has said that the team would allow reserve driver Kevin Magnussen to switch teams for 2016. Boullier has said he "intends" to keep Jenson Button meaning Magnussen would be unable to return to a McLaren race seat after driving for the team in 2014. "If we can offer him something here, he obviously takes priority," said Boullier. "But if we cannot then personally I would never stop him from racing somewhere else, of course." Magnussen has previously said there was "no way in hell" he would accept not racing somewhere next season.

### No new Manor

The Manor team has decided against introducing a new chassis this season, instead focusing on next year to allow more development time. The squad has been using a modified version of its 2014 car but did initially plan to use a new car from mid-season. "As we developed, it became less feasible to go down that route and more advantageous to keep developing the next chassis," said sporting director Graeme Lowdon. "Everyone is confident that the next car will be a major step forward." Manor still plans upgrades for its current car this season.

### Haas drivers

Gene Haas has confirmed that his team will run a Ferrari reserve when it enters F1 next season and doesn't want a rookie driver. Haas has a technical partnership and engine supply deal with the Scuderia so either Esteban Gutierrez or Jean-Eric Vergne look likely to get a seat. "One of the drivers will be a Ferrari reserve driver and we're still looking for an experienced F1 driver, a current driver - no rookies," Haas told *Autosport*.

### Pastor confident

Lotus driver Pastor Maldonado is confident he will remain with the team next season should Renault buy the outfit. Both Maldonado and Romain Grosjean have contracts for 2016 but Maldonado's PDVSA oil sponsorship could clash with Renault's alliance with Total. "We have a contract until the end of next season, so whether Renault comes or not, it should all be OK," said the Venezuelan. "If they don't want me in the team, that's fine. But, the information I have is the other way."

### Oz GP deal

The Australian Grand Prix will remain at Melbourne until at least 2023 after a three-year contract extension has been signed. The race moved to the Albert Park track in 1996 and has remained there. "The Australian GP is here to stay exactly where it belongs, in the great city of Melbourne," said Victoria premier Daniel Andrews.



Red Bull needs new engines

# FERRARI BEST OPTION FOR RED BULL ENGINE SUPPLY

## Mercedes rebuffs an approach to replace Renault, but Ferrari would be interested

By Rob Ladbrook

**Red Bull Racing could be set to partner with Ferrari in 2016 as the squad runs out of options to replace its Renault engines from next year.**

The Milton Keynes team is understood to have issued notice to Renault to end its current supply deal, which was due to run until the end of next year. But, with relationships having broken down after a string of technical difficulties this season, Red Bull will end the agreement early.

Sources suggest that Red Bull heads made an approach to Mercedes to enquire about a supply deal for 2016, which was

knocked back by Daimler head Dr Dieter Zetsche after internal discussions.

That leaves Ferrari as the most likely option for Red Bull and team head Christian Horner was spotted in talks with Ferrari's Maurizio Arrivabene during the Italian Grand Prix weekend.

Arrivabene told the *Guardian* he wouldn't be opposed to a deal with the four-time world champion team: "Red Bull have big names, with Adrian Newey as chief designer, and it is easy to think that if you give them an engine they will build a scary chassis, which means they will be really competitive.

My team, my engineers and aerodynamicists know their jobs. For that reason I don't

have a problem and competition is nice when you have a stronger competitor. This doesn't mean tomorrow morning we will give our engines to Red Bull, but I don't see any problem to give our engines to any other team or be scared of the competition before they start. This is not the right spirit of competition, of what Ferrari represents. We will fight with anybody."

Red Bull advisor Dr Helmut Marko told German press that any dealings with Mercedes had now ceased: "As far as we are concerned the Mercedes matter is closed. The focus for us now is elsewhere."

Meanwhile Renault has denied that it is in danger of running out of engines this year after a string of failures.

Both Red Bulls were forced to swap components after issues at Monza, and Daniel Ricciardo had to take a seventh engine after one of his new ones failed on the Saturday.

Any further engine changes for the team will bring grid penalties. Renault has yet to use any of its remaining upgrade tokens this season, leaving Red Bull with the choice of whether or not to fit the upgrades when they do come along.

"It hasn't been confirmed how many [components] it will be, or how much performance it will be either [from the upgrade]," said Horner. "We have to understand the performance gain and weigh up whether it is worth taking a penalty to fit it."



Arrivabene: not scared of Red Bull

## Aston Martin unveils its GT range upgrades

Aston Martin has announced a raft of upgrades for its GT range ahead of 2016, with the largest alterations coming to its FIA World Endurance Championship challenger.

AMR factory outfit Prodrive has confirmed the upgrade list for all of its Vantage models, from the top flight GTE down to the GT3 and GT4 variants.

The largest changes come to the WEC-spec GTE, which boasts all new bodywork and aerodynamics tailored to the new 2016 regulations. The new rules allow heavy aerodynamic alterations, with rear bodywork now allowed to extend 100mm back from the chassis. The chassis remains the same.



New GTE Vantage has brand new aero and huge diffuser

AMR's John Gaw said: "The car's different; the splitter, bumpers and doors are new and underneath is different too."

AMR will also make changes to its successful GT3 racer, which will get new cylinder heads and camshaft to improve reliability and efficiency. It will also run new oil and water radiators for improved cooling, as well as

four-way adjustable dampers, as found on the GTE car. The Vantage GT4 will also get a new seven-speed semi-auto gearbox.

AMR technical director Dan Sayers said: "We have taken the chance to introduce commonality across the Vantage range, taking parts from the GTE car and moving them down, likewise with parts from the GT3 and GT4."

## Lotus hits out at financial rumours

Lotus deputy team principal Federico Gastaldi has slammed the negative rumours regarding the team's financial situation.

The Enstone-based squad appeared in court last week after failing to pay one month's PAYE to HMRC but Gastaldi and CEO Matthew Carter insist Lotus won't be forced to skip any races.

"They say what doesn't kill you makes you stronger," said Gastaldi. "I can confirm the team is alive, but we have been going through a very strenuous workout programme this season."

"Things have been tight and we've embraced the Japanese just-in-time philosophy a little too literally on occasions."

"All this has been necessary, but we keep fighting. We believe in the team, we believe in F1 and we believe we'll be here fighting for the rest of this season and beyond. Don't believe any of the negative rumours you hear."

A deal for Renault to buy the team has been approved by Lotus's board but the French manufacturer still hasn't made a decision.

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*'Padmore topped the T70 battlers'*  
Goodwood Revival, p24



Photos: LAT

# BLOMQVIST GETS MAIDEN DTM WIN



Blomqvist took his first BMW win



Briton won race two

Briton Tom Blomqvist took his maiden DTM victory at Oschersleben last weekend. The 21-year-old BMW factory driver won the second race in Germany despite still being in his first season of DTM having switched from single-seaters. Last year's European Formula 3 runner-up beat team-mate Augusto Farfus away from the line and led for the whole of the race, winning by nearly eight seconds.

"I am incredibly happy," said the BMW Team RBM driver. "This is perhaps the biggest day of my career so far. To win a race in my rookie season is fantastic - I noticed at the start of the season just how difficult it is to be successful in the DTM. Now everything came together this weekend and I managed to take the opportunity and it has made me hungry for more success like this." BMW motorsport director

Jens Marquardt added: "To find his feet so quickly in his first year, and to win a race in such dominant fashion, deserves the utmost respect. He is also one of the youngest race winners." The race was red-flagged on the final lap when Lucas Auer's Mercedes crashed at the penultimate corner. Farfus finished a lonely second, while Marco Wittmann and Antonio Felix da Costa made it an all-BMW top four,

with points leader Pascal Wehrlein the first Mercedes driver in fifth. There was more BMW success in Saturday's race, with Timo Glock beating Bruno Spengler in another all-BMW top four. Wehrlein was again fifth, with Blomqvist seventh in a race that featured a six-car pile-up at the first corner. Paul di Resta and Jamie Green took best finishes of sixth and eighth respectively in race two.

## THE FASTEST NEWS ROUND-UP



Briton Jack Harvey missed out on the Indy Lights title as Spencer Pigot secured the championship by winning the final two races of the season at Laguna Seca last weekend. Pigot won the opener after ex-Formula 1 driver Max Chilton made a mistake early on and doubled up with the race two victory. Harvey struggled for pace in the first race and could only finish fifth, while he was penalised in the finale for a jump-start and had to settle for ninth... Tiago Monteiro and Honda broke Citroen's seven-race winning

streak in the World Touring Car Championship with victory in the second race at Motegi in Japan last weekend. Jose Maria Lopez won the first race after passing the polesitting Honda of Norbert Michelisz early on. But a chaotic start forced Lopez into retirement in race two with wheel damage, while title rival and team-mate Yvan Muller also retired later with a loose bonnet. This left Monteiro free to take the win after quickly deposing Hugo Valente's Chevrolet. It was only the third time that Citroen has been defeated all season... **Matt Kenseth dominated the final round of the NASCAR Sprint Cup at Richmond last weekend, ahead of this season's Chase. It was a good day for Joe Gibbs Racing as Kyle Busch finished second in his Toyota and this latest victory was the team's eighth from the last 11 events. Joey Logano was third, despite having to fight back after being the only frontrunner not to pit under an early yellow...**

## Barnicoat claims first Renault Eurocup win

Racing Steps Foundation driver Ben Barnicoat secured his maiden Eurocup Formula Renault 2.0 win at a wet Nurburgring last weekend. The reigning FR 2.0 NEC champion secured victory in the second race, after qualifying on pole. He had to be patient in the early laps as the race began behind the safety car because of the difficult conditions. When it did get underway, he pulled away at the front to eventually beat Fortec team-mate Martin Kodric by an impressive six seconds. "I got a good restart and

I knew that I could build a gap in the first three laps," said Barnicoat. "I was then safe and I am very happy with this first victory." There had been more British success earlier in the weekend when Koiranen GP driver Jack Aitken claimed his third victory of the year. Aitken grabbed the lead at the first corner and resisted race-long pressure from Ukyo Sasahara to win. Aitken is now just eight points adrift of championship leader Louis Deletraz, with four races remaining this year.

## Rowland not thinking of title despite win

Oliver Rowland extended his Formula Renault 3.5 Championship lead at the Nurburgring last weekend but feels it is still too early to think about the title.

The British Fortec Motorsports racer won the opener in Germany but could only finish 10th in race two after being spun by race victor Tio Ellinas on the opening lap. Despite this, he still extended his points advantage to 50 over Matthieu Vaxiviere with four races remaining, as the Frenchman also struggled in the changeable race two conditions. "It is still a little too early to think about the title," said Rowland. "All it takes is two bad races and for Matthieu to win a



Rowland: marching to title

couple and everything is then equal again. "Fortec have given me a really good car over one lap, along with Silverstone and the Red Bull Ring, this is where we have been the strongest so far." McLaren junior Nyck de Vries was the best performer over the weekend as he picked up a brace of podiums.

## MN'S EYES IN THE F1 PADDOCK

# TONY DODGINS

**"Mercedes could go from winning F1 to spoiling it"**



**I've got to admit to disappointment that Mercedes, it seems, is not about to provide Red Bull Racing with its dominant power unit.**

I'm not quite sure why because, after four world titles from Sebastian Vettel, I did find it a little unedifying when Red Bull chief Dietrich Mateschitz threatened to take his bat and ball home if he couldn't keep on winning.

So, why my change of heart? I guess because F1 at the moment is much as it was in the Michael Schumacher era in the early noughties - you head off to a race knowing that, pending unforeseen circumstances, Lewis Hamilton is going to win it. You have to take your hat off to Mercedes and High Performance Powertrains at Brixworth in particular. But it's not good for business.

Strong pressure was brought to bear on the Mercedes board to supply Red Bull. From Christian Horner, obviously, and from Bernie Ecclestone in his role of promoter.

These things can be easily spun. Mercedes can suddenly go from the manufacturer dominating F1, to the manufacturer spoiling it. Fair? Not at all. But steer the media in a particular direction and that's the way it can go. For some inexplicable reason it all seems a bit more palatable if a team's advantage is chassis-related rather than engine-related.

At Spa, people were talking about the upside of a 'brand association' with Red Bull although, quite honestly, that had to be a load of gobbledegook. As much as I was hoping it was going to happen for the good of the racing, I couldn't see many upsides from Mercedes Grand Prix's point of view.

Okay, if they gave Horner and Co an engine and were beaten by Red Bull, it would still be a Mercedes engine winning. But on the other hand, if they won as they were supposed to, there might have been mutterings from Red Bull about customer treatment, inferior specs and so forth.

Far more damaging would be if the works team was beaten. You're supposed to learn from history and it wasn't long ago that McLaren's Martin Whitmarsh played the Good Samaritan and provided Ross Brawn with a Mercedes engine when Honda withdrew at short notice. He was paid back by Brawn GP wiping the floor with everyone and then usurping McLaren as the Mercedes works team! In retrospect, Ron Dennis would surely have preferred Whitmarsh to pass by on the other side of the road.

The Red Bull sector two times at Spa and the fact that the RB11 was as quick as the works Merics through the testing Pouhon left-hander despite a tiny rear wing will have rung alarm bells in Toto Wolff's head. Toto, it seems, has studied his history. Something that looked likely in Spa, was dead in the water by Monza. But a Red Bull-Ferrari could still be a handful. Let's hope so for F1's sake.



**AGREE/DISAGREE?**  
mn.letters@haymarket.com



**United Autosports owner Zak Brown shook down Mika Hakkinen's 2001 British Grand Prix-winning McLaren at Silverstone last week. The MP4-16 is one of only two West-liveried McLarens in private hands. The car's designer, Adrian Newey, has the other.**



# RACING NEWS

## IN BRIEF

### White back out...

Colin White brought his ex-British GT Ginetta G55 GT3 out for the first time for a year when he contested the Dutch Supercar Challenge at Brands Hatch. "We last raced it at the same meeting last year and even found some old tyres to use too," he said after taking sixth overall in race one and eighth in race two after being robbed of a podium finish by a late puncture.

### ...Clarke is too

Britcar regular Kevin Clarke was invited to join Ian Lawson in his BMW Z4 GT3 in the Dutch Supercar Challenge at Brands Hatch. With Lawson unable to gain the right licence for the race, Clarke went solo before taking fourth in the first race and second in race two after leading for part of it. "It was a lovely car but even when I was leading I knew I was being caught," he admitted.

### Hamilton's deal

Archie Hamilton was a late addition to the Dutch Supercar Challenge races at Brands Hatch. Hamilton, who has raced sporadically in the ELMS and World Endurance Championship, joined championship leader Nicolas Vandierendonck in his Corvette and secured a double win. "I hadn't even sat in the car before pre-race testing, but once I got into the top four in the first race I just got the hammer down and went for it," he said. "But to win the second race too was unbelievable so I hope they invite back to drive with them again now," he added.

### Radical rookies

Porsche Carrera Cup Scholarship hopefuls William Plant, Euan McKay and Hannah Pym all made their Radical racing debuts at Brands Hatch with In2Racing. Legends racer McKay finished ninth and sixth in two Sprint races, before sharing an SR3 with GT racer Plant to eighth in the Enduro. Pym suffered engine problems and had a best result of 15th in her first ever car race.



# BEECHDEAN RULES OUT ANY FOUL PLAY

## Howard and Adam crowned after Attard clashes with Chadwick's GT4

By Rob Ladbrook

The Beechdean Motorsport team has denied any wrongdoing in the controversial collision between its GT4 Aston Martin and the title-chasing Ecurie Ecosse-Barwell BMW Z4, which cost Marco Attard and Alexander Sims the British GT title in the final round at Donington Park last weekend.

Attard was at the wheel of the Z4 and fighting back up the order after an early spin when he clashed with Beechdean's Junior Team GT4 car driven by class champion Jamie Chadwick at the Melbourne Hairpin. Attard was trying to lap Chadwick as she turned into the corner and the resulting collision caused terminal damage to both cars.

The accident handed the title to Beechdean's GT3 crew, Andrew Howard and Jonathan Adam, who finished in fifth place to secure Howard's second British title and Adam's first.

Following the race Howard said the crash was a pure racing incident: "I've worked with Jamie all year and she's been brilliant and the kid is devastated by what people have said and conclusions people have jumped to. It was never done deliberately – doing something like that isn't how this team

goes racing. It was down to just pure bad luck for both her and Marco."

### Attard's view

The collision provided the largest talking point of what had already been a chaotic race for Attard and Sims, who held a two-point lead in the championship before the finale.

Attard was running third when he got a tap from Derek Johnston's Aston Martin into Goddards that sent him wide before spinning on the grass and dropping to 13th. The stewards deemed that to be a racing incident and Johnston was cleared of blame.

"It's frustrating for our season to end in this way," said Attard. "Derek was much faster than me and could have passed me at any point so I didn't understand the move into Goddards. But that wasn't the determining factor as we were still in control of our destiny at that point."

"The crash with Jamie finished it for us. There were blue flags and blue flashing lights so she had plenty of chance to see me. I'm not saying there was any malice in it, and I'd like to think there wasn't as Jamie has been great with traffic all year, but that really was an unacceptable mistake. It's a shame the championship finishes on stories like this as nobody wins – Beechdean

didn't even win the title, they were gifted it."

Chadwick admitted to the mistake. She said: "I checked my mirrors before the corner and Marco was a way behind so I committed and didn't expect him to make a lunge. It was a bit optimistic from him."

"It was my mistake, and a big one and I feel angry with myself. If it was any other car nothing would be said, but I'm fully aware of how bad it looks. But it was totally unintentional and I'd never influence a championship in that way."

Despite the clash, Barwell did still secure the teams' championship.

### Beechdean to stay

The title is likely to be Howard's last in Britain as he will now pursue a move to the European Le Mans Series, but the Beechdean team will continue in British GT.

Howard, who has already purchased and raced a GTE-spec Vantage, said: "The title hasn't sunk in for us yet, it just feels weird as we were underdogs this weekend."

"ELMS is the next step for me and we'll go for a Le Mans 24 Hours entry too. But the team remains committed to British GT. We'd like to run more GT4 cars next year as that class has grown hugely and I'd like to see the GT3 out running too. The aim is to fill all three cars for British GT next season."

## Adam recalled to WEC for Mucke

Aston Martin factory driver Jonathan Adam will swap places with Stefan Mucke to contest this weekend's World Endurance Championship race in Austin, Texas, as Mucke joins British team Motorbase Performance.

Adam has been retained by AMR to share the number 97 GTE Pro class Vantage with Darren Turner as his usual team-mate Mucke has been loaned to Motorbase to contest the final round of the Blancpain Endurance Series at the Nurburgring.

Adam said: "Austin looks like an awesome track and the idea is to give me more miles in the GTE car. Sadly we'll still be running the smaller air restrictor that we had at the Nurburgring so we'll be down on straightline pace. But we'll go and fight as hard as we can."

Motorbase will field Mucke alongside British GT regulars Rory Butcher and Ahmad Al Harthy in the Oman Racing Vantage GT3 for the three-hour event in Germany. Butcher said: "To work with someone like Stefan is great. He'll add a lot to the team."

## Ellis turns the clock back – and forward

Bradley Ellis split racing duties between two cars, 58 years apart, by racing at both the Goodwood Revival and the British GT finale at Donington Park last weekend.

Ellis shared a 1953 Tojeiro-Bristol with Simon Arscott in the Freddie March Memorial Trophy race at Goodwood on Friday, finishing 11th overall. Ellis then arrived at Donington on Saturday to share the RAM Racing Mercedes SLS AMG GT3 with Lewis Plato, deputising for the absent Alistair MacKinnon.

It marked Ellis's first British GT3 appearance since 2008. He won the GT3 title alongside Alex Mortimer in 2007. Ellis and Plato finished 12th after a stop-go penalty for a short pitstop.

"It was interesting jumping from the Bristol to the Mercedes GT3 in the space of a day, especially seeing as I'd had no testing in the SLS at all before I drove it in the dry in qualifying," said Ellis. "It was good to be back out in a GT3 machine with lots of power and lots of grip, whereas the Bristol was just all-over-the-place fun."

"Hopefully we can be back in British GT full-time next year but it depends what is best for [team-mate] Adrian Barwick as no decision has been made by him yet."

## Optimum Motorsport expands into GT3 class with first new Audi R8 to hit the UK

Optimum Motorsport will give its new Audi R8 LMS GT3 machine its competitive debut in next year's Dubai 24 Hours before launching a full attack on British GT next season.

The Wakefield-based team will be one of the first in the UK to get hold of one of Audi's first batch of

customer R8 LMS GT3s when it takes delivery of the new 5.2-litre V10 powered car next month.

Optimum will run the car in the 24H Series next season as well as British GT. It marks the squad's first GT3 effort since it partnered with Triple Eight to run a pair of BMW Z4 GT3s in 2012.

While drivers have yet to be announced for both programmes, Optimum head Shaun Goff confirmed the new Audi would be run for the first time in January's endurance event in Dubai.

"We take delivery of the new R8 in October and it leaves a few weeks later for Dubai," said Goff. "We'll find

space for a test day or two before, but aside from that we will be going in at the deep end."

Optimum will continue to field cars in the Ginetta GT5 Challenge and has also re-signed Graham Johnson and Mike Robinson to race its Ginetta G55 GT4 British GT entry.



Optimum will have first UK Audi R8

## HOW TF SPORT TOOK FIRST BRITISH GT WIN AS RIVALS CLASHED

PAGE 18

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## We Know Motorsport.



*'Radical has altered  
its championships'*  
Radical Challenge is go, p8

Photos: Jakob Ebrey and LAT



# FORTEC ENTERS BRDC FORMULA 4



Dutton (above) says new car can replace British F3

Single-seater powerhouse Fortec Motorsports will expand to field three cars in the revamped BRDC Formula 4 Championship, starting with November's Autumn Trophy.

The Daventry squad last week tied up a deal to take delivery of three of the new Tatuus-Cosworth F4-016 chassis, which are due to be delivered to teams within the coming weeks.

Fortec is already in talks with prospective drivers about the eight-round BRDC F4 Autumn Trophy, which will run at

Snetterton on November 7-8 before concluding at Brands Hatch on November 14/15.

Fortec already runs cars in MSA Formula as well as a plethora of European classes, including the Formula Renault Eurocup 2.0 and Northern European Cup, FIA Formula 3 European Championship and Formula Renault 3.5. Those programmes will continue alongside the new BRDC F4 expansion.

Fortec head Richard Dutton said: "We're excited to be part of BRDC F4 because it's what

British motorsport needs as the new car will fill the void left by the demise of British F3 [which stopped running last year]. The FIA wants British F3 to come back using the current car, but that will prove too expensive to work at a national level so this is the next best thing.

"The new car has 230bhp, good aero and lap times around the same level as F3 already so it is the closest thing you can get to British F3. I've been around British F3 since the late 1970s and Britain desperately needed a replacement for it as there's a

big jump between MSA Formula and European F3.

"Running in BRDC F4 gives our drivers an extra option. They can start in MSA Formula, then gain experience of a faster, aero-dependent car in BRDC F4 before deciding to go into Europe in FRenault or even F3. There's a lot of interest in the Autumn Trophy seats."

BRDC F4 founder Jonathan Palmer said: "It's great to have Fortec join and shows we have an outstanding car, not far from F3 pace but at a fraction of the costs."

## GT Academy to enter Ginetta GT4

Nissan GT Academy International champion Matthew Simmons will compete in next weekend's Ginetta GT4 Supercup rounds at Silverstone.

The 26-year-old Australian, who became this year's GT Academy champion at the Northamptonshire circuit last month, will join the first ever GT Asia winner Jose Gerard Policarpio on the grid. Both cars will run as privateers by Ginetta.

"This will be all about the two drivers gaining experience and licence signatures as the Supercup is a National A licenced event," said championship boss Ash Gallagher.

"They have to progress and drive different cars in different championships. It's much like [2014 GT Academy International winner] Gaetan Paletou's appearance earlier this season at Thruxton before he was allowed to compete at Le Mans."

## Palmer plans GP3 and F3 tests before 2016

New BRDC Formula 4 champion Will Palmer will test both Formula 3 and GP3 machinery before deciding on his future in either category for next year.

Palmer, the 18-year-old brother of GP2 champion Jolyon, became the first driver to secure the F4 title with rounds to spare when he took his ninth and 10th wins of the season at Donington Park last weekend. The HHC Motorsport driver now holds an unassailable 119-point lead over closest rival Harrison Newey with three races remaining at Brands Hatch later this month.

Palmer's 10 wins also represents a series record, doubling the tally of 2014 champion George Russell, who took five victories.

Palmer will take part in the official GP3 Series test at Abu Dhabi with ART Grand Prix and wins a £35,000 budget boost for next year. Should he choose to enter GP3



Will Palmer (r) and Jolyon

Pirelli will add a further 50,000 euro [£37,000] to his budget.

"I'm really looking forward to the GP3 test, but we've also planned to test F3 too as I want to see all of the options," said Palmer. "It feels great to win the title and I like the look of the new BRDC F4 car for next year, but I want to move on ideally."

"We'll be talking to teams about an F3 test soon to see what we can arrange. I'll do the last F4 races too just for fun."

## Steele lands F3 Cup title and plots return

F3 Cup champion Aaron Steele is considering defending his crown next season with a new car.

Steele clinched the title at Silverstone last weekend driving a Dallara F307 but is now evaluating a move to more modern machinery.

"There is the option next year that I might be able to do this again in a newer car," said the 26-year-old. "There might be a few more people coming into the series and it could be very competitive, which would be a very good thing."

Steele hasn't ruled out switching to a different category either: "There may be other opportunities – I should get a Radical test from winning this so I'll see how that goes and see what conversations we can have there."

## Major accident halts Knockhill race meeting for over two hours

Sunday's Scottish Motor Racing Club event at Knockhill was delayed by over two hours after a nasty shunt in the opening Classic Sports and Saloons race of the day, but organisers still managed to complete the 17-race programme.

Mario Ferrari, at the wheel of a Ferrari 308GTB, crashed into the

back of Bruce Weir's stranded Datsun 260Z at the blind exit of the chicane.

While Weir walked away from the crash unaided, Ferrari had to be extracted from his 308 GTB, with the roof of the car removed.

The pair were taken to hospital in Kirkcaldy for precautionary

checks, but were later released.

Racing resumed just after 1400hrs, following a lengthy delay for the medical teams to return, with the race programme completed in just five hours.

SMRC head Graham Brunton said: "It was a brilliant team effort from the officials and marshals."

## THE VOICE OF NATIONAL RACING

# MATT JAMES

**"The drivers  
put on a real  
showdown"**



Shedden, Jordan and Stippler put on a show

**I** have been to Goodwood before, but it was nearly two decades ago – that was for the first Revival meeting back in 1998.

Back then, I was enthralled watching Damon Hill tackling the super-fast circuit in a beautiful Ferrari 250 GTO, one that had previously been driven by his father. I remember door-stepping him as soon as he got out of the Italian car to note down his impressions. I was rather taken aback at his words, which weren't exactly glowing about the machine. Never having driven anything of that vintage he was, to put it mildly, rather alarmed. A lot of what he said was unprintable...

He phoned me on the Monday afterwards to apologise for his forceful reaction, and to give me some more reasoned opinions on the car and its performance. He'd had time to put it in perspective and didn't want to sound too critical. I was glad of the chance to amend the story.

Although I haven't been since, I was able to take advantage of the live streaming feed from this year's event and I was jolly glad that I did. Being a touring car reporter, I was particularly looking forward to the St Mary's Trophy race, an aggregated two-parter where drivers shared cars. The grid for the opening race had Gordon Shedden, Frank Stippler and Andrew Jordan sharing the front row. Just in behind them were Mat Jackson and Andy Priaulx. Talk about a mouth-watering prospect and, with Tom Kristensen's Ford Fairlane Thunderbolt at the very back of the line-up because it broke in qualifying, the prospects were that it would be lively right up until the end. And boy, what a race it was...

Jordan, Shedden and Stippler were inches apart and each had a stint in the lead. But Kristensen was coming up fast. The Great Dane clearly had a power advantage and made his move with four laps to go, but it had been a battle that will live long in the memory of those that were there – it made me wish I had made the effort to head to the West Sussex airfield.

The second event was always going to struggle to live up to the competitiveness of the first, particularly with Henry Mann, in for Kristensen, starting from the front row. This time, the mighty Ford powered ahead of Matt Neal (sharing with Shedden) after two laps, but Jordan's father Mike made a race of it in third place.

Editor Kevin Turner hates people who have the 'it was better back then' attitude. And he's right – the races didn't mean it was better back then, because they happened now...



**AGREE/DISAGREE?**  
mn.letters@haymarket.com



# RACING NEWS

## IN BRIEF

### Ayres to Ginetta

Karter Anthony Ayres will make his Ginetta Junior debut at Silverstone next weekend, ahead of a Winter Series appearance – becoming the first driver to confirm their entry into this season's series. The X30 LGM karter will drive for Mectech Motorsport, with a full campaign planned for 2016. Ayres has been part of Mectech's karting operation for six years and has been coached by Ginetta GT4 Supercup driver Bradley Smith.

### Walley's back

Reigning GT Cup GTB champion David Walley will make a one-off return to the GT Cup at Donington Park this weekend. He will drive for In2Racing but will, this time, race in the main GTC class driving a Porsche 991 GT3 Cup car. Walley was due to race in Porsche Carrera Cup GB this season but a hefty crash in February altered his plans.

### Junior scholars

Entries for the Ginetta Junior Scholarship 2016 programme have almost reached capacity. Up to 60 drivers will take part in qualification days at the end of October, with one young racer being selected to win a fully funded drive in the championship next season. Current Scholar Stuart Middleton achieved the best results of his season so far at the recent Rockingham rounds, with a brace of second places.

### Burdett testing

Mark Burdett Motorsport has organised an exclusive winter testing programme across Europe for its Formula Renault 2.0 squad. The team will hold sessions at tracks including the Red Bull Ring, Nurburgring and Spa. The test will also be an opportunity for drivers planning to race in other series to learn the tracks.

### Roach is off

MSA Formula promoter Sam Roach began his drive from South Africa to Norway last week as part of the CapetoCape2.0 effort. Roach and team-mates Rainer Zietlow and Marius Biela departed Cape Agulhas – the most southern point of Africa – last Friday and will drive 19,000km [11,800miles] north to Nordkapp in Norway.



The CapetoCape crew

# RADICAL REVAMPS UK CHAMPIONSHIPS

Photos: Richard Styles, Jakob Ebrey

## New combined series aims to regain big grids, and financial incentives revealed

By Rob Ladbrook

**Radical has slimmed its portfolio of racing championships for next season and introduced a raft of financial incentives as it aims for full grids for its new Radical Challenge Championship.**

The Peterborough marque will combine elements from its three current UK racing classes – the SR1 Cup, Sprint and Enduro championships – to create the new three-tiered championship.

While the entry-level SR1 Cup will continue unchanged, the Sprint and Enduro fields will merge to form the new championship, which will run two 20-minute sprint races and a single 40-minute endurance event at each round. Drivers can enter three classes – the SR1 Challenge, Solo Challenge or Team Challenge (see right).

Each class will crown a champion, with the highest overall scorer taking the outright title.

To cut costs, all rounds will be held over a single day. A calendar has yet to be finalised, but the Silverstone and Brands Hatch Grand Prix circuits will be included.

To boost interest, Radical has also frozen race entry fees at £595+VAT, the same level as this year's Sprint championship. Competitors in the Sprint series will get more track time, while Enduro teams will benefit from a 50 per cent reduction in entry fees over a season. Drivers entering four consecutive rounds will also earn a £1000 voucher towards spares.

Radical will also supply all race entries for 2016 free of charge to anybody who buys a new car from the company's range for next year.

Radical sales and marketing manager Roger Green said: "We wanted to provide something for everybody and help to make Radical racing more accessible. We looked at prize money, but that only benefits winners. By offering lower entry fees, and free entries for new customers we can do something that benefits the whole grid."

"The Sprint Championship has enjoyed the larger grids, but endurance racing has always been a big part of what Radical does so this new championship offers something for everybody."

"A dedicated SR1 class opens the market for the car. It is the cheapest car in the range but not everybody could buy it unless you were a racing novice. This class will give more SR1 Cup drivers the chance to keep racing their cars after they graduate and also open the championship up to drivers on a budget."

## RADICAL CHALLENGE CHAMPIONSHIP 2016 CLASS STRUCTURE

### SR1 Challenge

Aimed at rookie drivers and graduates of the SR1 Cup. It operates only for the standard 1340cc SR1 with the Challenge upgrade of dry-sump lubrication and slick tyres

### Solo Challenge

Open to solo drivers with SR3 RSX, SR3 RS and SR3 models

### Team Challenge

Open to two drivers sharing either an SR1 or SR3 model and run to a Pro-Am driver format



Class will be included for the popular SR1 Cup machines

## Dempsey keeps Team USA and Canada cars

Cliff Dempsey Racing will again run the Team USA and Team Canada Scholarship winners in the Formula Ford Festival and Walter Hayes Trophy.

Two of the six USA finalists will get to race FF1600 in both events, while a single driver from Canada will race at the Brands Hatch Festival.

The American finalists are Michai Stephens, Tommy McCarthy, Austin McCusker, Timo Reger, Dakota Dickerson and Ben Auriemma.

The Canadian quintet is Amy

Castell, Jean-Philippe Jodoin, Michael Adams, Parker Thompson and Reid Arnold. The winners will be announced in the next couple of weeks.

"The choice is never easy as we select just one driver from this impressive group of young athletes," said Team Canada Scholarship founder Brian Graham. "I am proud to be entering our fifth year of the Scholarship, and the drivers who have been with us are forging forward and moving up with some great results."

## Sedgwick is set to become youngest Clio Cup driver this season

Former Ginetta Junior Scholar Alex Sedgwick will become the youngest driver on the Renault UK Clio Cup grid when he makes his debut at Silverstone next weekend.

The 16-year-old is a month younger than newcomer Josh Price and will join Team Cooksport at the Northamptonshire track ahead of a planned full campaign next season.

The former WTP Cadet karting champion has previously raced in a French

F4 machine. He drove to a best finish of 10th place at Magny-Cours last month.

"I'm excited to be joining the Clio Cup grid at Silverstone," said Sedgwick. "It's going to be very different for me – in fact it will be the first time I've raced anything front-wheel drive."

"It is super competitive so clearly I'm not going there thinking about wins or podiums – instead I'm after a couple of solid results and to build my experience of the car, hopefully before doing the season finale at Brands Hatch too and a full season next year."

Sam Watkins, 17, will also make his debut at Silverstone, with 20Ten Racing, after racing in the Fiesta Junior category. He too is targeting a full season in 2016.

● Dan Holland has switched teams to WDE Motorsport after leaving JamSport and missing Rockingham's recent races after a disappointing season.



Sedgwick raced Ginettas

ALL THE ACTION FROM THE 750MC MEETING AT SNETTERTON

PAGE 20



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*'Few colour schemes are as striking as this'*  
**Alan Mann Racing profile, p23**

Photo: David Young Photographics, Michael Chester, Jakob Ebrey, Steve Jones



# SIBLINGS TO DO BATTLE IN MINIS



Charlie Butler-Henderson is fourth in the points table



Vicki will race Mini



Charlie: race winner

Racing siblings Charlie and Vicki Butler-Henderson will compete against each other for the first time in the Mini Challenge at Donington Park this weekend. TV presenter Vicki, 43, has secured a one-off deal to drive the series' Mini UK-backed guest car, which is run by Excelr8 Motorsport in the Gen3 F56 class. At the same time, title-challenger Charlie, 36, will be racing his Gen 3 for the Oakfield Motorsport squad. It will mark the first time the Butler-

Hendersons have competed against each other on the same piece of Tarmac, and Vicki's first race outing since 2010. Charlie Butler-Henderson, who is fourth in the points ahead of the penultimate weekend, said: "It will be great to have Vicki on the grid at Donington, we've been waiting so long to race against each other. "We raced karts at the same time but always in different classes, so to take each other on in Minis will be interesting. I'm looking forward to working with her to get

her used to the car and its traits. They're not the easiest things to just jump in to as finding the limit on the F56 can be tricky. I just want to be there for advice and make sure she enjoys it. "Donington will be a big weekend for me as I'm playing catch up in the championship. Hopefully if Vicki is on the pace then perhaps she can take some points away from my main rivals. Although I'm not sure we'll be using any sibling team orders."



Barry Rabbitt is after the Fiesta Zetec Championship crown

## Rabbitt to race three cars at Leinster event

Former Leinster Trophy winner Barry Rabbitt will have a busy weekend at this year's meeting as he will race three different cars. Rabbitt will contest six races this weekend at Mondello Park, with the Fiesta Zetec Championship his main focus as he is leading the points. But Rabbitt will also be racing his newly acquired Formula Renault 2.0 car in the BOSS Ireland races and

will make a guest appearance in the Stryker Championship. Rabbitt believes jumping between cars with a 32-second difference in lap times will be a challenge. "I'm fortunate to have these chances," he said. "As well as the obvious physical challenges it will be tough jumping into such drastically different cars with massive differences in performance and dynamics, but I'm relishing the challenge."



Mitchell: withdrawn from Clios

## Mitchell calls time on Clio Cup campaign

Reigning Ginetta Junior champion Jack Mitchell has decided to end his Renault UK Clio Cup season after a difficult few months. Mitchell started the year with SV Racing but had to leave the team during the summer break and switched to 20Ten Racing. He had a tough weekend with his new squad at Knockhill, finishing seventh and ninth, and decided to halt his campaign ahead of the

recent Rockingham rounds. "It was difficult with the team change. I struggled at Knockhill so I thought it may be best to stop this year," said Mitchell. "Then I can start again and prepare over the winter to try for the championship next year." 20Ten still ran two drivers at Rockingham, with the returning Graham Field and Peter Felix both competing in the Masters Cup.

## Geoff Steel starts work on BMW Z4 build

GT Cup outfit Geoff Steel Racing is building a BMW Z4 for next season. The former British Touring Car team currently runs a BMW M3 E46 GTR for Abbie Eaton in the GT Cup but this will be the first time the squad has operated a Z4. "The Z4 will be our main car for next year," said Geoff Steel. "A customer has commissioned us to build the car as they want to upgrade. We don't yet know which series this will be in."

## Record entries for Carrera Cup Scholarship

A record number of young drivers have applied for the 2016/17 Porsche Carrera Cup GB Scholarship. Four of the applicants will be selected for evaluation at the Porsche Experience Centre at Silverstone later this month, when they will compete to win £80,000 towards their budget for two years. Porsche UK motorsport

manager James MacNaughton said: "The Porsche Carrera Cup GB is as strong as it's ever been and the potential to forge opportunities higher up the Porsche Motorsport pyramid is undeniable." The new scholar will be announced at the end-of-season awards in November and will replace reigning champion Josh Webster.



Porsche Carrera Cup Scholarship funded Josh Webster

## GROUP NATIONAL EDITOR

# ROB LADBROOK

**"Stock Hatch made me pick up a spanner"**



To buy or not to buy? The Clio 182s are tempting

**T**he 'snowball effect' is defined as something that begins life of little significance but gradually builds upon itself to become something of importance and stature.

The 750 Motor Club seems to be the master of plucking seemingly small saplings of concepts and then cultivating them into full-grown grand oaks. Personally, I have a long-held love of hot hatches, be they road-going or race-tuned. There's something very pure about cramming a lot of power into an eager little chassis to create a product that's very exciting to drive, yet within the grasp of the common enthusiast. For me, the Citroen Saxo VTR was always king. I've owned five in total, four road and one self-built racer.

That's why I love the 750MC and its philosophy. It grew the mighty Stock Hatch from the ground up – one of my favourite all-time racing championships and one I even splashed out to create my own car for.

That championship made me pick up a spanner for the first time and have a go. I wiled away months in my garage, tinkering with a VTR I'd bought as an insurance write-off out of a field for £350 on eBay.

With a little help from some friends and family – and a top-notch engine from Rob Sims Racing – I had my own racer, ready for action.

Adult life intervened – as did a huge suspension bill in order to be truly competitive – and I sold it, much to my sadness. Now, six years later, Stock Hatch is still going strong, but there's a new kid in town, and it looks annoyingly brilliant.

The K-Tec Racing Clio 182 Championship began life as a two-car class within Stock Hatch for 2013. Last year it became a standalone series with 20 cars for its first round. Come this year and that number has almost doubled for its first full season as a championship. What began just two seasons ago as a fledgling idea has now snowballed into one of the club's best-supported and most exciting championships.

The 750MC noticed a need for change, and acted upon it. The Saxos may be dominant in Stock Hatch still, but they're getting on. Parts are harder to find and drivers needed something to move on to. The MkII Clio 182 has got a sorted chassis, a reliable and powerful little engine, and perhaps even more notably – it's dirt cheap.

A quick browse of eBay yields a wealth of options, all for under £2000. The series' regulations demand a raft of spec parts, so cars can be fully built and race-ready for around £5000. Not since standing on the Paddock Hill banking at Brands Hatch and watching the Stock Hatch races have I felt such a temptation to have another crack at a budget racing project.

A browse on eBay can be a very dangerous thing at this time of year...

**AGREE/DISAGREE?**  
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# WINNERS OF THE 2015 GOODWOOD REVIVAL ST. MARY'S TROPHY

'IT WAS FANTASTIC TO BE AT THE GOODWOOD REVIVAL WITH THE GREAT ALAN MANN RACING.'

TOM KRISTENSEN



IMAGE COURTESY OF SCOTT DENNIS - SCOTTDENNISPHOTOGRAPHY.COM

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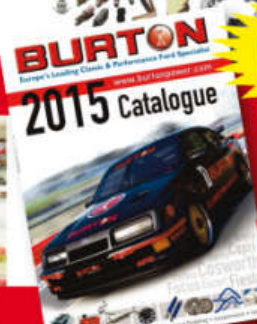
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# HISTORICS

## DOWN THE PUB WITH KEITH WHITE

Classic F3 racer  
Age: 59 Lives: Evesham

### He started on the hills

"I started hillclimbing when I moved to the Cheltenham area. I'd always been a fan of motorsport but never competed. So I started doing some hillclimbing at Prescott in the early 1990s. I ran a Caterham and a variety of single-seaters. But for a national event you spend the whole weekend for two minutes in the car."

### He looked at historic racing

"So I was casting around for something to do in circuit racing and I came across historics. This was in the mid-1990s and historic racing was becoming increasingly popular. The thing that attracted me was fabulous cars with great history that we remembered from our youth. They're attractive cars and, because the regulations are frozen in time, the cost is sort of manageable."

### He bought a famous Ralt F3 car

"I bought the Ralt RT1 not long after that in 1996 or 1997. It had been run by a guy called Mike Field in Toyota F3. It had been fundamentally destroyed by Elio de Angelis in the 1977 season and it languished for a long time in a damaged state. It came back to racing with Peter Fairburn in Toyota F3 and then I bought it from Mike Field and have had it ever since. In those days it was treated like a lot of historic cars; as a racing car that nobody wanted anymore. We've loved it and cared for it ever since."

### He had a big shunt at Brands Hatch

"I've raced it on and off and I had a big shunt at Brands two years ago. Right at the end of qualifying I lost a front left going into Hawthorns. I was on a good lap and I felt the left front give way and remember thinking 'this is going to be nasty'. I don't remember much after that. The car was quite badly damaged but Tom Denyer Racing has rebuilt it and did a fantastic job. We took a long time over it. Thankfully I was okay."

### He only does selected races

"I won the Classic F3 title in 2006 and at about the same time I started a new business and time became very difficult. So I tend to pick and choose a few events each year at nice circuits as I don't have time to do a full series. I'd love to, but I just don't have time. I want to do a few of the European races over the coming years."



White: F3 frontrunner

# ANNIVERSARY SHELBY COUPES COULD HIT RACE TRACKS

## Limited edition run could be built for historic racing

By Kevin Turner

**Examples of Shelby's 50th Anniversary Cobra Daytona Coupe could appear in historic competition.**

Shelby American has launched the limited edition model to celebrate the 50th anniversary of the car's success in the International Championship for GT Manufacturers.

Two main options will be available, an aluminium version based on the original cars, and a more developed fibreglass edition. Both will be sold as road cars, but customers can request exact specifications and Shelby is prepared to build cars to historic racing regulations.

Aluminium rolling chassis will cost around £230,000 and the Shelby Engine Company can supply the powerplant. It is the first time the firm has offered an aluminium Daytona Coupe.

Shelby American vice president of strategic sales and media relations Gary

Patterson said: "The aluminium version is more purist. It has the original style chassis. All the originals were different, but the chassis and suspension were largely the same."

"The new car has modern components, but we have the option to make a pure, correct car for racing if someone wants it. There will be a few but we don't know how many yet."

The debate over 'continuation' cars being able to compete against originals has been a hot one in recent years, but Patterson believes new machines could ensure the category's future. All six original Coupes were together for the first time at the Goodwood Revival last weekend, but only one of them was entered for racing and that non-started.

"Carroll Shelby was all about getting the cars out there," added Patterson. "Through these cars that legacy continues and the owners help with that too, so we would encourage them to get the cars out."



All six originals were at Revival



New cars will be available in a variety of specifications

## Isle of Man event could decide the 2015 Historic Rally Championship

The MSA British Historic Rally Championship could be decided during a double-header on Rally Isle of Man over the next four days.

Ford Escort Mk2 crews Jason Pritchard/Phil Clarke and Richard Hill/Iwan Jones are the major contenders and both crews

need strong finishes on the asphalt event. One full set of points will be awarded on positions for stages one to 11 through to Friday afternoon and a second set for performances for stages 12 to 22.

With the schedule concluding on the Trackrod Historic Cup in 10 days, crews will count their best

six results from eight scores. Pritchard has the advantage, with a total of 280 points and only one non-finish. Hill has 212 points with two non-finishes and so Hill needs three big scores to keep his title hopes alive. An early retirement on the Isle of Man would be a disaster for either crew.



Pritchard: points edge

## GT40s lead bumper Spa enduro field

Eleven Ford GT40s, with drivers including Ralf Kelleners, Simon Hadfield, Mike Jordan and Martin Stretton, lead a 110-car entry for the Spa Classic Six Hours.

Saturday evening's enduro is the biggest historic race of the season and Stretton will aim to repeat his 2014 victory. A year ago he partnered Diogo Ferrao but this year shares the GT40 of Tony Wood. Former winners Hadfield and Leo Voyatzides will be major challengers in their GT40.

Heading the Jaguar E-type bid will be Jon Minshaw/Phil Keen and Martin O'Connell/Andrew Kirkaldy.

Over 170 British drivers will take part in the race that starts at 1600hrs and runs into darkness.

## Blomqvist leads phalanx of Porsches heading to Classic Safari Rally

Former World Rally champion Stig Blomqvist will head a strong Porsche entry on the Safari Classic Rally in November.

Blomqvist, champion in 1984, will lead the 12-strong team from Tuthill Porsche, while Bernard Munster will head a four-car

squad from his BMA operation.

After coming close to winning the 2013 Safari, Blomqvist will return to the daunting nine-day rally and is joined in the Tuthill squad by ex-Swedish and European Touring Car Champion Richard Goransson,

who made a major impression on his Safari Rally debut two years ago.

Gregoire de Mevius joins Munster in the BMA team, while the Tuthill line-up includes British drivers Richard Jackson and Steve Troman.



**Three-time F1 world champion Jackie Stewart (BRM P261) and Indycar legend Dario Franchitti (Lotus 25) put on a demonstration last weekend to commemorate Goodwood's period lap record, jointly set by Stewart and Jim Clark in 1965 at 1m20.4s (107.46mph).**



'Ward was the driver of the event'  
Goodwood Revival, p24

Photos: Paul Lawrence and LAT

## IN BRIEF

### Campbell appeal

The National Motor Museum has launched a £30,000 appeal to fund a new gearbox for Sir Malcolm Campbell's 1920s Sunbeam Land Speed Record car. After World War 2 the original gearbox was removed and lost and the plan is to build a new gearbox.

### Barrett returns

Northern Irishman Ryan Barrett will return to rallying after a break to contest this weekend's Rally Isle of Man in his Ford Escort Mk2. Barrett, who once lived on the island as a youngster, won the event in 2010 and again in 2013 but has not rallied regularly since due to a series of car and engine dramas. He will be rejoined by winning co-driver Paul McCann.

### Bell 956 reunion

Derek Bell was recently reunited with the Porsche 956 he raced to Le Mans victory when he drove the car up the Captain's Drive at the RAC's Woodcote Park clubhouse. The event was stated to celebrate 40 years since Bell's first of five Le Mans wins. His win with 956 chassis 001 came in 1982.

### Brooklands legends

Malcolm Campbell's 22.3-litre W12-engined Napier-Campbell Blue Bird will be the star attraction at the fifth Motorsport Festival at Brooklands on Sunday October 11. The Land Speed Record car will be joined the Napier-Railton, the all-time Brooklands lap record-holder.

### Leaders enter RAC

The first two entries received for the Roger Albert Clark Rally were from the leading two crews from 2014, Matthew Robinson/Sam Collis and Matt Edwards/Paul Morris. The pair of Ford Escort Mk2 crews will be major contenders for the November event and both entered within minutes of entries opening.

### McLaren gathering

Bruce McLaren's daughter Amanda and sister Jan were among those at Goodwood to join the celebration of his life during the Revival weekend. Cars associated with his career and some of the cars bearing his name took part in demonstration sessions.

### Lucky escape

VSCC racer and hillclimber Richard Scaldwell had a lucky escape when he rolled his 16-litre 1909 De Dietrich at the Loton Park hillclimb last Sunday. Scaldwell attacked the triangle corner on his second run and ran off into the undergrowth but was able to jump clear as the car flipped over.

### Irish ERA debut

For the first time since the circuit opened in 1968, an ERA will race at Mondello Park in this weekend's Leinster Trophy meeting. A week after racing ERA R10B at Goodwood, US-based Irishman Paddins Dowling will take the ex-Peter Whitehead to the Irish track for the pre-1955 race.



ERA will go to Ireland



# RALLY NEWS

Photos: mcklein-imagedatabase.com

# CAPITO WANTS WRC DYNASTY

## Volkswagen chief wants to rival Audi's Le Mans successes



Volkswagen sealed manufacturers' title again



Capito (l) has eyes on Citroen's title tally

By David Evans

**After guiding his team to a third consecutive World Rally Championship title at last week's Rally Australia, Jost Capito has revealed the extent of Volkswagen's ambition in the series – it wants to rival Audi's success at Le Mans.**

Volkswagen enjoyed a clean sweep of all three titles – manufacturers', drivers' and co-drivers' – for the third year in a row, courtesy of another inspired Sebastien Ogier victory in New South Wales.

But the hat-trick is not enough for the Hannover squad. Capito wants his team to kick on from here and dominate the sport for years to come in the same sort of way Audi has with endurance racing.

Volkswagen's Group stablemate has

won the coveted French 24-hour race 13 times in 15 years up to this season, establishing a benchmark for the rest of the brands. That's the inspiration for Volkswagen in the WRC.

Capito told *Motorsport News*: "When we won the first world championship two years ago, we had an internal Christmas dinner and we had the world championship cup on the table in front of us. [Volkswagen Group chairman of the board of directors, Professor Martin] Winterkorn was sitting beside me and he saw the long line of Citroen's wins on the cup. He said to me: 'Look at this. I want a longer line for Volkswagen. It's not about winning this thing once or twice, it's about being in it and winning it consistently.' That gave me a very good feeling.

"Everybody knows if you are in for three or four years, it will not be consistent in people's minds. Win for three years and, OK, it's long, but after five years people will not really remember. If you do it for 10 years and you are in there for 10 years then people will not forget.

"Winterkorn is in charge of Audi and look at Audi's success at Le Mans, I don't see that it is the culture of Volkswagen to go in somewhere and come out – rather to go in there and then prove what it can do again and again and again. It is the same as what you do in the car business: it's not like Volkswagen wants to be the biggest car manufacturer for one year and then it doesn't care anymore."

Capito was quick to praise his team's efforts in securing all three titles with

three rallies still remaining. He added: "This team can be proud of what it achieved for the third year in the row."

This is the earliest Ogier and Ingrassia have been crowned as the world champions. Ogier, from Gap in south-eastern France, said he believed his performance this season has been the best of his career.

"I think it's difficult to make one better than this season," said Ogier. "After 10 rounds, this has been the perfect season so far. It feels incredible to win this rally, after the recce, when we saw the road, I thought we had no chance. It was pretty impossible. But I produced one of the best performances and I am very proud of this one. And for the title, the third one is a nice continuation for us!"

### TIMELINE

After winning Rally Australia and a third successive world title last weekend, Sebastien Ogier joined his wife Andrea Kaiser, co-driver Julien Ingrassia, team head Jost Capito and VW's head of communications Andre Dietzel in a race back to Europe for the Frankfurt motorshow.

#### Sunday, September 13

- 1600 press conference
- 1710 hotel to change out of overalls
- 1755 leave hotel for airport
- 1830 private plane leaves Coffs Harbour
- 1930 arrival into Sydney airport
- 2110 departure for Dubai on Emirates EK413

#### Monday, September 14

- 0540 arrival in Dubai
- 0825 departure for Frankfurt on Emirates EK45
- 1315 arrival in Frankfurt, transfer to hotel
- 1510 depart hotel to Gibson Club
- 1530 meet Jessie J for photos
- 1600 back to hotel
- 1800 dress rehearsal for Volkswagen Group Night
- 1930 Volkswagen Group Night
- 2100 Transfer to Gibson Club
- 2115 Volkswagen Garage Sound Concert
- 2215 Jessie J on stage

#### Tuesday, September 15

- 0915 audio interview
- 0930 transfer to Frankfurt motorshow
- 1050 Volkswagen press conference
- 1105 individual interviews
- 1200 briefing for Periscope session
- 1230 Periscope session
- 1300 briefing for public interviews
- 1330 lunch
- 1415 public interview session
- 1500 Michelin stand appearance
- 1600 home time



Ogier had busy weekend

▶ **OGIER EARNS OZ WIN AND THE CHAMPIONSHIP AS MEEKE SPLITS VWs** ▶ ▶ ▶

**PAGE 26**



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**'Straker came out on top in tricky Wexford'**  
**Wexford Stages report, p33**

Photos:mcklein-imagedatabase.com



Lefebvre had a recce shunt in a Mitsubishi...



...Ostberg's was even worse

# OSTBERG CREDITS TEAM FOR RECCE CAR

Mads Ostberg says the team's decision to run a full-specification recce car saved his life at last week's Rally Australia.

The Norwegian was involved in a head-on crash with a truck during the recce, with the resulting fractured ribs ruling him out of the penultimate all-gravel round of the world championship. Ostberg admits it could have been a lot worse.

"Fortunately our recce car has a full cage in it," said Ostberg. "Some of the other teams only use a lightweight cage – if I had been in one of those then it would have been

finished for me. A lightweight cage simply wouldn't have coped with a collision like that."

Ostberg was angered by accusations that he had made the crash worse by moving to the wrong side of the road immediately before the impact on the Valla stage. His Mitsubishi Lancer ended up on the right-hand side of the road – with speculation that he instinctively went to the right in a country where cars drive on the left.

"A lot of people simply don't understand what happened," said Ostberg. "If I had gone to the left side it would have been

even worse. Going to the right was the only option."

Ostberg said neither he nor the truck driver was at fault, but he urged the rally organisers to do more to let locals know the recce was running.

"The truck driver had no idea the recce was going on," said Ostberg. "For me, that's catastrophic that people on the road didn't know the recce was happening. He wasn't speeding and we were not speeding, we were doing between 60 and 70kph (37 and 43mph), but we're the first car in on the recce. There was nothing we could do, but more has to be done."

Ostberg's Citroen team-mate Stephane Lefebvre also crashed on the recce, his Lancer escaped with less damage from a head-on with a car on Nambucca.

WRC manager Michele Mouton disagreed with Ostberg's recommendation for full roll cages in recce cars. She told *Motorsport News*: "For me, this was a normal road accident, that's all. If we talk about needing roll cages for the recce – which is conducted at normal speeds on normal roads which are open [to the public] – then are we saying all [road] cars need roll cages? I don't think so."

## Ogier against final round in Australia

World Rally champion Sebastien Ogier has warned against Rally Australia running as the final round of the series next season.

The Coffs Harbour-based event is hoping to take over the year-ending calendar slot from Rally GB in 2016, but Ogier's preference is to remain on Deeside for the 13th and final rally.

Ogier told *MN*: "I was thinking about this before the start of this rally: imagine if this was the last round and you come here and play the championship on this event; on such a rally, with such a disadvantage on the starting order, would it be a nice end for the championship? I don't think so. If you come here as the



Ogier wants a Rally GB finale

leader; it would be really unfair and we don't have this problem in GB – the difference between first and second on the road there is very small."

A big part of Rally Australia's push to take over the final round is based on running an end-of-season gala dinner in Sydney, which Ogier also disagreed with.

M-Sport's Malcolm Wilson was emphatic in his travel plans: "I can tell you now," he said, "we won't be there."

## Wilson: Evans won't be dropped from Fiesta

M-Sport team principal Malcolm Wilson has denied speculation that Elfyn Evans could be benched after a difficult Rally Australia for the Welshman.

Wilson admitted he was disappointed in the 26-year-old's performance in the Ford Fiesta RS WRC, but he said he would be in the car for the rest of the season. Evans finished the Coffs Harbour-based event in ninth position, but struggled to show the same pace as his team-mate Ott Tanak.

Wilson told *MN*: "I've told him [Evans] not to listen to any of this b\*\*\*\*\*t going about that he's going to be dropped. He's not. I can guarantee that he will be in the car for the last three rallies of the season, but we've got to see some changes. It's a good job we've had Ott here, so we've been able to see what the car is capable of."



Difficult weekend for Evans

Evans couldn't find a comfortable set-up on a rally which is known for varying levels of grip. He also suffered two huge moments on Friday and Saturday.

"I don't know what the problem was," said Evans. "I just couldn't get comfortable with the car at all. I was lost with it. It's been a very tough event. We were lucky to get away with the moment in the dark stage, very lucky. But now we'll go home and try to understand what happened here, so we don't have another event like this again."

## Last-minute Lefebvre impresses Citroen bosses with mature drive

Citroen driver Stephane Lefebvre has been praised for his off-the-bench Rally Australia last week.

The Frenchman deputised for Mads Ostberg after he was ruled out following his crash on the recce. Despite his own recce crash and never having competed in the DS3 WRC on gravel, Lefebvre finished 13th in New South Wales.

Citroen's deputy team principal Marek Nawarecki admitted he had been impressed with the performance of the 23-year-old

reigning Junior World Rally champion – who will also contest the next round in Corsica in a WR car.

Nawarecki said: "He didn't prepare so well for this rally, he had no test and was distracted by the crash in the recce. He had so much to learn here, but delivered better than we expected. Especially on Saturday, when he drove at the front of the field, he was so impressive and he made no mistakes – his retirement on the first day was not his fault, there

was a stone in the middle of the line, he couldn't avoid it."

Lefebvre's effort will do him no harm in his pursuit of a full-time seat next season, but Nawarecki wouldn't be drawn on plans for the Frenchman.

"For this moment it's a learning process for him," he said. "What was important for us was to give him the best possible conditions to learn."

Lefebvre added: "I am very happy with Australia – it was like a dream come true!"



Lefebvre impressed Citroen

## VIEW FROM THE WORLD STAGE

# JERRY WILLIAMS

**"Australia is only missing a top-line driver"**



**S**trange mixture, Coffs Harbour, New South Wales. You've got grizzled, leathery blokes in ancient, wide hats and scrappy shorts driving battered Land Cruisers festooned with bullbars and aerials.

Then there's a major hotel where a notice actually says: "Children are not allowed within one metre of the bar."

I like it, though. Sea and sky are shades of blue. In the Oz spring last week temperatures hit 23 Centigrade and there are even three or four decent places to eat.

What there isn't, however, is a top-dog Aussie rally star. Sure, we had brothers Scott and Mark Pedder, Coffs hero Nathan Quinn, always ready with a quip and, of course, the delightful Molly Taylor.

But fighting it out in the top 10? Nah!

The one time Oz had that was with Chris Atkinson. And what was the fastest rally driver this massive country ever produced doing last weekend? He was looking wistful as he shepherded Hyundai VIPs around the event.

That's his job as an ambassador for the Korean firm when he's not winning small rallies for FAW-VW, in China. It must hurt.

Later he played analyst, dissecting the efforts of current stars on live TV stages. Ouch.

It amazes me a country that introduced some of the WRC's smartest innovations allowed its best driver's career to wilt away. Yes, I know it was Subaru's craven withdrawal in 2008 that initially busted his job. But still...

There have been other good Aussie drivers – Ed Ordynski, Ross Dunkerton, George Fury, Rob and Dean Herridge and Greg Carr among them. But they were more characters than top-liners.

Dunkerton, for instance, contested the 1988 RAC Rally with sponsor and co-driver Roy Dixon, staying in the same Harrogate hotel as us. When we got back after day three we found Ross drowning his sorrows in champagne after a shunt in Kielder. "Let's have a party," he said, ordering about £1000 worth on Dixon's room number!

As for those innovations I mentioned, superspecials, reverse seeding and driver starting order selection were all concepts dreamed up Down Under.

The superspecial stages were a brilliant way to bring the sport to a wider audience. I vividly remember Langley Park, in Perth. Floodlit, with banks of spectator stands and pairs of cars going head-to-head, it was hugely exciting.

Reverse seeding is still used today in modified form with the championship leader running first on the opening two days, while driver selection sure added a frisson of interest pre-event.

The rally has always been very professionally run after former boss Gary Connolly laid down the template. What a shame Atko's WRC career has fizzled out.

**AGREE/DISAGREE?**  
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# THE MOTORSPORT NEWS GUIDE TO ... RALLYDAY - 19 SEPTEMBER 2015

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# RALLY NEWS

Photos: mcklein-imagedatabase.com

# PEUGEOT WIN RAMPS UP DAKAR PREPARATION

## Peterhansel wins China Silk Road Rally in improved 2008 DKR



Peterhansel happy with development

By David Evans

**Dakar legend Stephane Peterhansel says his victory on last week's China Silk Road Rally comes as proof of the Peugeot team's hard work to turn the 2008 DKR around.**

The French squad returned to Dakar in January, but struggled to 11th and 34th position. Since then, the car has undergone significant changes, with the latest evolution of the 2008 used by Peterhansel and Cyril Despres to finish one-two on last week's 13-day event in China.

The rally finished in Dunhuang on September 11 after more than 3000 competitive miles.

"From the word go, it was clear the modifications are a step in the right direction," said 11-time Dakar winner Peterhansel. "For example, accelerating over dunes from low engine speeds is now a delight. Everything feels easier, the suspension, the tyres, the gearshift. This is nice payback for the work put in by everyone."

Peugeot will now focus its efforts on the 2016 car, which will be testing in Morocco next week.

Peugeot Sport director Bruno Famin said: "The aim of coming here was to clock up the kilometres and gain experience, but we are going home with a fine one-two finish in our pockets."

"I am very proud of the work that our crews put in, as well as that of the team both here in China and back at base in Velizy. Everyone has been working very hard on this project for more than a year and this result is a great reward for their efforts, even though our number one objective is still the Dakar, of course."

Talking to *MN* earlier this month (September 2), Famin admitted the target remained more experience with the new car on next year's Dakar.

"We could say we go to win in 2016," he said, "but most likely that won't be the case and we say that for 2017."

"We're not even halfway through the development plan with this car."

## Al-Attiah will make Skoda switch permanent

Nasser Al-Attiah will switch to a Skoda Fabia R5 full-time for the rest of the season and 2016, after competing in his last event in his Fiesta RRC on Rally Australia.

Al-Attiah drove a Skoda for the first time on last month's Rally Germany, where he recovered from an early crash to finish fourth in WRC2, but returned to the Fiesta in Coffs Harbour, where he strengthened his lead in the championship with his third win of the season after victory in Mexico and Portugal.

"From Spain, we are in the Skoda," said Al-Attiah. "This is a very, very good car, it's the new generation – it

feels a little bit ahead of the Fiesta. Now, we stay with the Fabia for next year. The reason is that Qatar owns part of Volkswagen and Skoda Group, so it makes more sense for us to be using this car."

In addition to the defence of his Dakar victory, Al-Attiah will take an extended summer break, when he hopes to compete as part of Qatar's skeet shooting team at the Olympic Games in Rio.

"I will do the first three events next season and then stop rallying until September," he told *Motorsport News*. "It's important for me to do my training. Next year would be my sixth Olympic games."



Fabia has been rapid in WRC2

## RRC to be phased out by the FIA

The Regional Rally Car will effectively be ruled out of competition by a potential regulation change at the end of this season.

There has been pressure on the FIA to change the regulations, with the RRC and R5 cars running in the same class but they have quite different technical specifications. The more expensive RRC cars, for example, run the same suspension as World Rally Cars. The decision to cut restrictor size by two millimetres – from 30mm to 28mm – on the RRC should



Al-Attiah is leaving his Ford Fiesta RRC for R5 (see left)

make the car uncompetitive against the R5. Nasser Al-Attiah has driven both categories of car and the 2014 WRC2 champion says a level playing field was needed.

"It's a shame for the RRC," said Al-Attiah. "It's a good car, but this decision can be good to give the chance for everybody to be in the same car. The R5 car is a lot

cheaper to operate too."

RRC cars have already been outlawed in the European Rally Championship for next season, but drivers in the Middle East Rally Championship are pressing for a possible return to World Rally Car regulations amid fears that R5 cars won't be strong enough on some of the events.

## Massive Corsica interest on return could bring biggest WRC entry this year



Corsica ran in 2008

Corsica's return to the World Rally Championship will be greeted by one of the biggest entries of the season so far, with close to 200 cars competing on the French island classic.

The October 1-4 event has drawn 135 entries for the main event and 60 for the supporting national event. In addition to the usual factory World Rally Cars, Robert Kubica returns after missing

Rally Australia, while French stars Stephane Sarrazin and Bryan Bouffier also bring private Ford Fiesta RS WRCs.

FFSA president Nicolas Deschaux said: "With more than 135 entrants for the sporting event, and a total of almost 200, we have today recorded the highest number of entries this season for the World Rally Championship. It's obvious proof of the

incredible interest whipped up by the return of the French round of the WRC to Corsica."

France's round of the world championship returns to Corsica for the first time since 2008, following Alsace's loss of regional government funding. For the fourth year in succession, French television station Canal+ will broadcast live coverage of all stages of the rally.

## New Zealand officials meet with WRC Promoter in Oz

Rally New Zealand officials met with WRC Promoter during last week's Rally Australia to further press for a return to the series.

Coffs Harbour has a two-year agreement, keeping New South Wales on the calendar until the end of 2017 – but the Kiwi camp is refusing to give up hope

on the chances of taking the world championship back to the North Island for the first time since 2012.

The WRC's only full-time New Zealand driver Hayden Paddon told *MN*: "I think New Zealand can offer a lot more to the championship. We come here and this event

doesn't offer a lot of interest in terms of spectators – New Zealand would be based a two-hour drive of two million people in Auckland."

"You listen to what the guys are saying, they're saying 'the roads are quite like New Zealand'. So why don't we just go to New Zealand?"



# RALLY NEWS

Photos: fiaerc.com, Writtle Photographic, RallyPix, Roy Dempster

## YATES TO TAKE ON BRC IN EX-ERC R5

### Chesterfield driver Yates has Kajetanowicz Barum Fiesta

By Jack Benyon

**BTRDA B10 class champion and Silver Star favourite Rhys Yates will tackle the British Rally Championship next year in an ex-European Rally Championship Ford Fiesta R5.**

Yates is one of the first drivers to openly commit to the BRC next year, along with Drive DMACK Trophy regular Max Vatanen.

Yates is hoping to compete the full schedule in the car ERC points leader Kajetan Kajetanowicz used to finish in third place on the Barum Rally Zlin in the Czech Republic last month.

"We got the car from M-Sport Poland," said Yates. "It was built on July 31, Kajetanowicz did a test and did the Barum Rally in it and then it came to us. It's the exact car he finished third on that rally. I was nervous during the event in case anything happened to the car and I was checking after each stage to make sure the car was OK, but Kajetan did a great job finishing on the podium. He's a pretty experienced guy."

With the BRC regulations placing emphasis on R5 cars running at the front, Yates can challenge at the head of the British championship field.

"We're going to do some testing over the summer," he added. "We know it's a big step up but we're looking forward to it. Hopefully we'll be ready."

Yates is leading the Silver Star Championship and could wrap it up on the next round, the Trackrod, later this month. The 22-year-old is looking to get his first taste of R5 machinery on the Cambrian Rally, the final round of the BTRDA this year.

"I'm itching to get out in the R5 and see where my pace is at ready for next year," said Yates.

"My plan is to do the Trackrod in the R2, and then do the last round in the R5 in the Cambrian to see where I am. I want to do well in the Silver Star but I'd like to do an event in the R5 before next year."

Yates' appearance on the Cambrian could well depend on whether the Chesterfield driver has wrapped up the Silver Star title on the Trackrod.



Yates' car flew in the hands of Kajetanowicz in Barum



Yates is close to Silver Star title in R2



Title could be sealed at Pembrey

### Junior F1000 leader Barlow to step up to 1400C class in BTRDA

Junior F1000 rally championship leader Charlie Barlow will undertake a full-scale assault on the BTRDA 1400 championship next year.

Barlow, who competed against the likes of Max Verstappen in karting, is a podium finish away from winning the F1000 title at Pembrey in his RED-prepared Nissan Micra, with three rounds still remaining.

"We'll do 1400C for a year in the BTRDA and learn pacenotes and gravel," said Barlow, who is co-driven by Tom Hutchings.

"We won't do many Tarmac rounds but we'll look at single venue events like Caerwent."

"The year after that we may do 1400S but we'll evaluate next year."

Barlow has won every round of the championship he has entered this year

and follows the likes of Elfyn Evans, Chris Ingram and Gus Greensmith who are products of the series.

"It would be nice to win every round this season," Barlow added. "All we're looking for is a top three to secure the championship. If I'm in a position to win we will, but I'm not going to do anything stupid."

Barlow's BTRDA Micra is an ex-Meirion Evans car.

### Bike hero in an Escort on Rally Isle of Man

Isle of Man TT race winner Michael Dunlop has entered this week's national section of Rally Isle of Man in his new-build Ford Escort with island resident Rob Fagg.

A newcomer to the three-day closed-roads event, it will only be the second time the Ballymoney man has driven the Den Motorsport-prepared car in anger.

His last appearance in the car, which boasts a 280bhp Vauxhall engine, Reiger suspension and paddleshift system, was at June's Donegal National Rally.

Dunlop has expressed a desire to dovetail his bike commitments with his love of rallying – and Den Motorsport owner Barry McKenna believes there isn't a better car for him to do it in.

"The new engine is strong," said McKenna. "It has bags of torque, and the paddleshift system makes it easy to drive."

McKenna and his team built the car quickly, taking just six days to finish it before breaking cover for the first time in the McRae Challenge at Knockhill in May.

Fagg is a seasoned professional and has won the Manx Rally Championship in 2013 and again in 2014 with young driver Aaron Newby.

### Cambrian entry for Greer as he continues gravel running in DS 3 R5

Irish Tarmac Championship regular Jonathan Greer will make a return to the BTRDA for the Cambrian Rally in October.

Greer – who campaigns a Citroen DS3 R5 in Ireland – made his first gravel start since the 2014 Rally GB on the Lakeland Stages two weeks ago, and is looking to get more gravel experience.

"We've never done the Cambrian," said Greer. "There was a date clash with Trackrod and the Lakeland Stages, so we thought we'd give the Cambrian a go and do something a bit different."

"I've always enjoyed the stages in Wales and there are a few that have been used in GB so you know they are good."

While the majority of people in Ireland are struggling to pick up R5 cars with demand so high, Greer made the well-timed switch last year. "We just bided our time last year with the R5 and luckily it paid off," he said.

"It's quite exciting with everything coming to the R5 now so hopefully it will be a really positive year."

Greer would not be drawn on his 2016 plans but admitted that the

Irish Tarmac and the British Rally Championship were attractive propositions. His plans rely on the amount of funding at his disposal.

"Ideally we'd love to do both but it isn't always that simple," he added. "The Circuit and the Ulster are going to be rounds of both anyway, so it gives you two combined rounds and makes it easier to try and do both if the opportunity was there."

Greer could also contest Rally GB in the R5 this year, but won't make a decision until after the Cambrian. He competed in an R3 last year.



Greer earned a podium on the Lakeland Stages rally



**'Drama in BGT finale  
as title is decided'**  
Donington Park reports, p18



Photos: mcklein-imagedatabase.com, Writtle Photographic, Roy Dempster

## IN BRIEF



Greenlee's Orangebuzz

**Northern Irish theft**  
The Orangebuzz Motorsport Ford Escort Mk2, campaigned by Philip Greenlee, was stolen from a garage in Armagh on August 29. Any information or sightings of the car should be reported to Armagh Police.

### Hall class victory

British co-driver Phil Hall came first in class and finished 21st overall on his first WRC round. The Nottinghamshire native joined Aussie Rhys Pinter in the RC4-spec Ford Fiesta. Hall spent time with Nicky Grist going over pacenotes before the event.

### 6R4s to the Circuit

The new-for-2015 MN Circuit Rally Championship boasts two MG Metro 6R4s on the entry list. Both Alan Walker and Pete Smith have entered their cars in the D2 category for four-wheel-drive cars with engines over 2000cc.

### Built entry up

Organisers of the Builtth Stageground Stages have confirmed they have increased the entry capacity from 50 to 55 for this year's event. Entries for the October 31 event are now open and have filled within two days for the past two years.

### GB marshal day

Wales Rally GB and the MSA have organised a marshal training day on October 4 in Telford. Operational changes for this year following the Motorsport Event Safety Review will have implications on marshals' jobs this year. Contact [training@walesrallygb.com](mailto:training@walesrallygb.com) to book a place.

### Prime Fillet Club

The Prime Fillet Club will meet for a second time at Rallyday. The meeting is open to anyone involved in rallying in the late 1970s and early '80s. Anyone wishing to attend should contact [tim.nash@sky.com](mailto:tim.nash@sky.com)

### Class correction

Darren and Sue Underwood have been confirmed as B11 class winners – not B10 as reported last week. The two have steered their Ford Escort G3 to the class victory, and won the Millington Rear-Wheel Drive Challenge.

### Co-driver swap

Ian Windress swapped seats for the Tour of Hamsterley, joining Peter Stephensen in the rare and very popular MG S2000. Windress usually co-drives Stephen Petch, who won the event alongside Michael Wilkinson.

### Cambrian dinner

The Cambrian Rally has an all-star line-up for its celebratory meal in honour of the 60th anniversary of the rally. The meal will be hosted by Phil Mills, Mike Broad and Howard Davies on October 15.

# HALL JOINS ARAI AT TOYOTA GAZOO



Hall partnered Pinter on Rally Australia

MSA Academy co-driver Phil Hall has been selected to join the Toyota Gazoo Racing squad, which is responsible for the marque's return to the WRC in 2017.

Hall will partner young Japanese driver Hiroki Arai in an N4 Subaru Impreza, contesting Finnish and Polish championship rallies.

The deal came together through ex-Mikko Hirvonen co-driver Jarmo Lehtinen, who consulted with MSA performance director Robert Reid on a young English co-driver to join Arai.

The pairing finished third in class on their first outing, Rally Turku, last month, but now an official deal is in place to add Hall to the programme.

"The stuff with Hiroki is a really exciting opportunity," said Hall. "We get on really well. Hiroki's English is excellent, I think he lived in the UK for a while, so we had a good time in the car."

Lehtinen was impressed with Hall's well-known work ethic after Rally Turku, and pointed out that both driver and co-driver worked well together immediately.

"We have been really impressed with Phil, especially with his attitude and passion to be a professional co-driver," said Lehtinen, who has 15 WRC wins to his name. "He is really calm and clear in the car and it was great to see how quickly and easily he got along with Hiroki in the car."

Reid believes the majority of the hard work in putting the deal together belongs to Hall, despite input from MSA Academy co-driving tutors Nicky Grist and Phil Spooner.

"When Jarmo called me we had just put together the MSA Academy co-driver programme with Grist and Spooner, and Phil was an obvious choice to put forward from that squad," said Reid.

"Having created the opening it was really then down to the way Phil approached the initial test and worked so well with Hiroki that has led to him being part of this exciting development programme."

Hall made his WRC debut last weekend at the side of Rhys Pinter (see story left).

## Cole seeking BTRDA Mixed Surface victory

Damian Cole will give his Ford Fiesta RS WRC its first run out on gravel at this month's Trackrod Rally Yorkshire.

Cole leads the BTRDA Mixed Surface Rally Challenge, and could sew up the title with his ex-M-Sport test car with a strong finish.

"If I don't do it, I think only Steve Simpson can beat me," he said.

"If I finish in the top three or four of the registered mixed surface entrants here and ahead of Simpson, I'm pretty sure I'll win."

Cole purchased the gravel kit along with the car, and the experienced campaigner isn't worried about exposing the car to its first taste of gravel under his control. "The stages aren't that technical, not as taxing as something like the Malcolm Wilson," he added.

As well as the Trackrod on September 26, Cole will make the switch to his Ford Escort on Sunday, attempting to take a third Caerwent victory of a year on the Patriot Stages on September 27.



First gravel outing for Fiesta

## Brown to debut R2T on Rally Isle of Man

The new Ford Fiesta R2T will break cover for the first time on a British national rally this weekend on the Isle of Man Rally in the hands of Blair Brown.

The Scot had aimed to make his debut in the car on the Ulster Rally but issues in getting the machine ready meant he had to delay its first run in anger.

"The car was only just finished the weekend before last as it was delayed with a few things, like homologation," said Brown.

The car has a turbocharged one-litre engine (MN, July 15) with a block the size of A4 paper.

Brown hopes to compete in the BRC next year after contesting more events in 2015: "The next event will be Mull. We wanted to focus on Tarmac because I have a lot of gravel experience."

"We're aiming for BRC next year, we're pretty confident we have the budget. It will be difficult with learning notes but we'll be ready for next year."

It will be a weekend of firsts for the 19-year-old, who is competing on the rally for the first time: "The Isle of Man will be my first left-hand drive and proper car rally, with a night stage!"



MN tested the R2T in July

## THE STRAIGHT-TALKING SCOT

# JOHN FIFE

**"Safety issues  
can't and won't  
blow over"**



**I**t has been a recurring theme this year. Safety in rallying. And not just HANS devices or 'lived' seats. The other big issue is spectator safety. And just when we thought things were settling down comes the tragic news from Spain.

When the Scottish Government originally established the Motorsport Event Safety Review to work with the MSA, the FIA took an interest. Rightly so. When a national government initiates an investigation into public safety and subsequently makes recommendations and stipulations, sporting authorities must take note.

That doesn't always sit well with those who follow and are passionate about the sport, but with a growing trend for public refusal to accept personal responsibility, and seek legal redress for distress or injury, the sport has to take steps to protect itself and its personnel.

Earlier this year, Robert Reid was asked to liaise between the MSA and FIA and, after the tragic events in Spain, Jean Todt called an FIA meeting between the likes of closed road commissioner Ari Vatanen, World Rally Championship commission chief Carlos Barbosa, WRC manager Michele Mouton and Spanish federation chief Carlos Gracia Fuentes. The FIA will now launch a rally safety action plan, also establishing an expert taskforce.

The very future of multi-venue rallying is at stake, and not just in this country.

That's one reason why Coltness Car Club will host a rather unique event during next month's Colin McRae Forest Rally.

The rally will be run in two parts and it should ensure a good attendance at a rather unique Rally Forum.

For the first time, the civil servant charged by the Scottish Government to work with the MSA, Jacqueline Campbell, has agreed to participate in a public Forum and take questions from the floor. Joining her will be the first Safety Delegate appointee, Nicky Moffitt, also the first time he has appeared on a public platform as an SD. Completing the line-up is the President of the Scottish Association of Car Clubs, John Cleland, plus "the world's top Scottish motor rally journalist" – technically a correct description because there is only one! Me.

For the first time competitors, and fans, will get the chance to question those tasked with making change and how it will affect them and the sport.

The Forum is open to everyone and will be held at the Pentland Land Rover showroom in Dunkeld Road in Perth on Saturday evening, October 3 starting at 1930hrs, hosted by sports journalist Stewart Weir.

If anyone out there still thinks this will all blow over – hopefully no such person exists – it is important everybody considers the importance of the current situation. Our sport is in crisis and needs a change in thinking.



**AGREE/DISAGREE?**  
[mn.letters@haymarket.com](mailto:mn.letters@haymarket.com)



# BRITISH GT REPORT

Howard and Adam crowned after heartbreak for Ecurie Ecosse. By **Rob Ladbroke**

## ROUND-UP

Having not finished off of the **Ginetta GT5 Challenge** podium spots at all this year, James Kellett opened the weekend with a DNF to take the destiny of the title down to the final day.

Following a scruffy battle for the win in the first race, Callum Pointon was handed the victory after the battling Ollie Chadwick and Stewart Linn allowed Pointon the chance to pounce.

Kellett started second but dropped to third as Luca Hirst vaulted past both he and poleman Chadwick to head the pack into Redgate. Things got worse for Kellett when contact in the pack spat him deep into the gravel at the Old Hairpin, summoning the safety car and bringing about Kellett's first non-finish of the campaign.

Pointon was again the man to beat in the second race, heading Chadwick for a second time and taking away crucial points from Chadwick's efforts to catch Kellett. Pointon had his own motives though as he still had a chance of mathematically taking the championship entering the decider. All three title challengers led the second encounter, with Kellett sliding down to fourth in the closing stages thanks to a rapid Ryan Hadfield.

With three drivers fighting for the title in the last race, the racing was clean and tidy. On a restart brought about by a first-lap safety car for the stricken car of Alexis Taylor, Kellett dived down the inside of Chadwick at Redgate. As the two exited, Chadwick was slow and Kellett had the position – and the championship – in the bag. Chadwick's demise was thanks to a suspected broken propshaft, leaving Kellett to cruise home third. However, the drama was far from over as oil laid down on the penultimate lap caught out Pointon – attempting a hat-trick of wins for the weekend. A small off was enough to award Hadfield his first win and to deny Pointon the weekend he deserved.

The first **Formula Jedi** encounter went the way of Ben Hingeley, who streaked off into the distance. Behind, the squabble for second was decided on the last lap in favour of Lee Morgan, who overtook Dan Clowes.

In the second race it seemed to be all about Hingeley again, but Morgan hadn't read the script. He chased down Hingeley and showed the title leader can suffer under pressure as he ran wide at the Melbourne loop and gifted Morgan the win. Clowes was third.

Richard Evans put Adrian Campbell-Smith's **Ginetta GRDC** winning streak to an end in fine fashion on Saturday, before helping himself to a double in Sunday's race.

In the first he kept Campbell-Smith at arm's length before diving down the inside at the Melbourne hairpin on the final lap. With Campbell-Smith retiring from the second race, Evans had a leisurely drive home to a 3.1s victory margin over Mike Jarvis.

**Jack Benyon**

# BEECHDEAN TAKES TITLE AFTER CONTROVERSY



Bell/Johnston took first victory of the season

**A**ndrew Howard and Jonathan Adam secured the British GT title after a healthy dose of controversy in a stormy season finale at Donington Park.

The weekend officially belonged to the TF Sport team, which secured a one-two finish as Matt Bell and Derek Johnston led home polesitters Andrew Jarman and Jody Fannin. But the real story of the race centred far from the sharp end of the grid, as all four championship contenders played out a dogged, and often desperate, fight to keep their title ambitions alive.

The majority of that desperation hung over the Barwell Motorsport garage as Ecurie Ecosse pairing Marco Attard and Alexander Sims lost their shot at the trophy early on after a clash with Beechdean's GT4 'junior team' car.

Ecurie Ecosse may have only carried a two-point championship lead to Donington after a torrid weekend at Snetterton, but Attard and Sims were still in the box seats for the title.

Howard and Adam's win last time out meant they had to serve an additional 20 seconds on their pitstop, a deficit that's not easy to overcome with GT3 lap times being so tight.

The pressure was initially on Howard and Adam, but they got an early boost during qualifying when Attard could only lap 11th fastest in the amateur

qualifying session. He struggled to switch the Avon tyres on with track temperatures hovering at a lowly 20 degrees.

"The harder Avon compound this year just doesn't suit the BMW in qualifying when it's cold," explained Barwell team head Mark Lemmer. "The AM drivers struggle to get the right temperature and hit the peak of grip, and it's especially hard with a car that's kind on tyres like the Z4."

Ecurie Ecosse was saved by a stupendous lap by Sims. Despite going fastest of all, Sims' time could only put his Z4 fifth on the grid. Tyre issues also afflicted other crews in the cooler temperatures.

One of the outsiders for the title – Rory Butcher and Liam Griffin – could only start eighth after Griffin spun and clouted the barriers at Starkeys Bridge and Butcher ran on cold tyres after the time lost to repairs.

Howard and Adam's combined time put them second on the grid, but nobody could touch Jarman and Fannin's effort. Jarman's lap was 0.5s faster than any other Am and sealed a second straight pole for TF. "It's part confidence part set-up," said Jarman. "The car feels so good right now and we've found a way to take a bit more out of the tyres, but I'm surprised to be that far ahead."

Triple Eight kept its title hopes alive when Lee Mowle/Joe Osborne started third, ahead of the Jon Minshaw/Phil Keen Barwell Team Russia BMW.

Despite the qualifying slip, Ecurie

Ecosse remained confident. "Provided we have a clean race, Beechdean needs a miracle to take this title from us," added Lemmer. "We still feel in control." But they weren't, because they didn't.

It took just a handful of laps for the drama to begin, despite things initially looking rosy when Attard made a blinding start to depose Howard of third place into Redgate.

Jarman led the field as Mowle slotted into second ahead of Attard. Howard's sluggish start meant he also lost ground to Johnston's Vantage into the Old Hairpin. With Johnston through, and on his favourite circuit, he quickly piled the pressure on Attard before making an attack into Goddards on lap two. He lightly clipped the rear of Attard, which was enough to spit the Z4 onto the grass, forcing it to spin. Ecurie Ecosse was suddenly up against it as Attard plummeted from third to 13th in a single corner.

That was the second boost to Beechdean's title ambitions, and another was delivered soon after when Mowle, who had just been passed for second by Johnston, was dive-bombed by Griffin at Melbourne. The contact tipped Mowle around and forced Griffin to limp back to the pits with heavy front-end damage. The Motorbase-run Vantage would never return. One challenger was out, and another two were wounded within the first 15 minutes. Advantage Beechdean.

With the momentum swinging gradually toward Howard and Adam,

the pendulum was given a final, and definitive, push by Jamie Chadwick.

Chadwick was at the wheel of Beechdean's Vantage GT4 when Attard approached to lap her at the Melbourne Hairpin. Attard dived down the inside just as the unsighted Chadwick turned in. The resulting contact was disastrous to both cars. Attard's BMW speared into the barriers with broken steering, while Chadwick's car crawled to a halt with heavy damage.

"It's immensely frustrating that it's ended this way," rued Attard after climbing from his stricken car. "Jamie has been fine with traffic all year and now is the moment she doesn't see me."

Chadwick said: "I checked my mirrors and thought I was clear and then bang. I'm so angry at myself as it was totally unintentional."

Attard may have been a casualty of coincidence, but the fact was that Beechdean's junior car had essentially assured its bigger brother the crown.

Howard's job from then on was simple. He hung on inside the top five before pitting for Adam at the first opportunity. With Attard and Sims out, Beechdean just needed a top nine to snare the championship. Adam rejoined in 11th after the pit penalty, but had worked his way up to an easy fifth place at the flag.

"It's amazing but just feels strange," said Howard of his second British GT title. "We've worked hard all year and it feels great to win the title alongside Jonny. I feel sorry for Jamie though as her clash was a total accident."

## RESULTS



**BRDC Formula 4 (12 laps)** 1 Harrison Newey (HHC Motorsport) 18m19.354s (97.61mph); 2 Will Palmer (HHC) +0.294s; 3 Ameya Vaidyanathan (Hillspeed); 4 Ciaran Haggerty (Graham Brunton Racing/Ecurie Ecosse); 5 Omar Ismail (Chris Dittmann Racing); 6 Jack Bartholomew (Lanan Racing). FL Palmer 1m30.092s (99.39mph). P Newey. S 18.

**Race two (12 laps)** 1 Palmer 18m18.083s (97.73mph); 2 Bartholomew +8.886s; 3 Vaidyanathan; 4 Haggerty; 5 Ismail; 6 Tom Jackson (Chris Dittmann Racing). FL Palmer 1m29.807s (99.70mph). P Jordan Albert. S 18.

**Race three (11 laps)** 1 Palmer 20m12.493s

(81.12mph); 2 Rodrigo Fonseca (Lanan Racing) +4.490s; 3 Newey; 4 Herman Fallas (Hillspeed); 5 Haggerty; 6 Ismail. FL Palmer 1m30.457s (98.99mph). P Palmer. S 18.

**Championship points (after 21/24 rounds)** 1 Palmer 507pts; 2 Newey 388; 3 Jackson 379; 4 Haggerty 356; 5 Fonseca 344; 6 Albert 307 etc.

**Volkswagen Racing Cup (11 laps)** 1 Michael Epps (Golf) 20m48.681s (78.77mph); 2 Phil House (Scirocco) +1.344s; 3 Howard Fuller (Golf); 4 Lucas Orrock (Scirocco); 5 Joe Fulbrook (Golf); 6 Simon Rudd (Golf). FL Jack Walker-Tully (Scirocco) 1m43.985s (86.11mph). P Mason. S 26.

**Race two (23 laps)** 1 Epps 40m21.704s (84.98mph); 2 Rudd +0.596s; 3 Robert Barrable (Golf); 4 Fuller; 5 Bobby Thompson (Golf); 6 Orrock. FL Barrable 1m43.907s (86.17mph). P Rudd. S 26.

**Ginetta GT5 Challenge (8 laps)** 1 Callum Pointon 16m09.189s (73.77mph); 2 Ollie Chadwick +1.702s; 3 Stewart Linn; 4 James Robinson; 5 Ryan Hadfield; 6 Luca Hirst. CW Rob Keogh. FL Hirst 1m46.940s (83.73mph). P Chadwick. S 31. **Race two (12 laps)** 1 Pointon 21m31.911s (83.06mph); 2 Chadwick +0.482s; 3 Hadfield; 4 James Kellett; 5 Stewart Linn; 6 Robinson.

CW Keogh. FL Chadwick 1m45.486s (84.88mph). P Chadwick. S 30. **Race three (7 laps)** 1 Hadfield 15m35.908s (66.82mph); 2 Pointon +0.976s; 3 Kellett; 4 Linn; 5 Robinson; 6 Hirst. CW Ben Hyland. P Pointon. S 29.

**Formula Jedi (9 laps)** 1 Ben Hingeley 15m55.694s (84.18mph); 2 Lee Morgan +2.921s; 3 Dan Clowes; 4 Paul Butcher; 5 Michael Watton; 6 Richard Gittings. FL Hingeley 1m29.737s (99.78mph). P Hingeley. S 17. **Race two (10 laps)** 1 Morgan 15m04.871s (98.80mph); 2 Hingeley +0.494s; 3 Clowes; 4 Robert Sayell; 5 Jason Dixon;

6 Richard Moorcroft. FL Hingeley 1m29.577s (99.96mph). P Hingeley. S 14.

**Ginetta Racing Drivers' Club (8 laps)** 1 Richard Evans 16m17.315s (73.15mph); 2 Adrian Campbell-Smith +0.265s; 3 Richard Elliker; 4 Andrew Long; 5 Mike Jarvis; 6 Peter Digby. FL Richard Smith 1m58.776s (75.38mph). P Campbell-Smith. S 17. **Race two (8 laps)** 1 Evans 15m54.800s (74.88mph); 2 Jarvis +3.101s; 3 Elliker; 4 R Smith; 5 Paul Oliphant; 6 Paul Garstang. FL R Smith 1m57.150s (76.43mph). P Evans. S 16.



Photos: Jakob Ebrey



Ecurie Ecosse's title hopes ended after Attard was punted out

RACE DATA

British GT Championship (77 laps)

1 Derek Johnston/Matt Bell (TF Sport Aston Martin Vantage GT3); 2h01m27.193s (94.59mph); 2 Andrew Jarman/Jody Fannin (TF Sport Aston Martin Vantage GT3) +17.675s; 3 Jon Minshaw/Phil Keen (Team Russia by Barwell BMW Z4 GT3); 4 Lee Mowle/

Joe Osborne (Triple Eight BMW Z4 GT3); 5 Andrew Howard/Jonathan Adam (Beechdean Aston Martin Vantage GT3); 6 Hector Lester/Benny Simonsen (Rosso Verde Ferrari 458 Italia). Class winner Chris Webster/Daniel Lloyd (Academy Motorsport Aston Martin Vantage GT4). Fastest lap Simonsen 1m29.273s

(100.30mph). Pole Jarman/Fannin 2m58.193s (combined time). Starters 30. Championship points (after 9/9 rounds) 1 Howard/Adam 156.5pts; 2 Attard/Sims 143.5; 3 Mowle/Osborne 129; 4 Griffin/Butcher 123.5; 5 Bell/Johnston 107; 6 Minshaw/Keen 79.5.

With the destiny of the title decided with almost half of the race left, there was the small matter of the final victory of the season still up for grabs.

Jarman's early hard work to graft a gap was undone by the safety car brought out by the Chadwick-Attard collision. Upon the restart he had a pumped up Johnston on his bumper.

Jarman held on to the lead until the pit window when Johnston blinked first and dived in for Bell. Once installed, Bell lit up the timing screens on his out-lap to undercut the leader and found himself in front once Fannin had taken over from Jarman.

Bell was relentless and grafted out a 12-second gap that he managed to the flag. "It feels great to win again as it's been a long time," said Bell. "The team has done brilliantly and we've shaken off the bad luck that hurt us at the start of the year."

The win was assured, but TF was still made to sweat over its one-two finish as Osborne performed miracles in his wounded BMW to close to within a few lengths of Fannin in the closing stages.

The earlier contact with Griffin had broken the Z4's exhaust and damaged the ABS system, but Osborne still had a go for second into McLeans. He tried the cutback around a GT4 car but Fannin defended and moved across. There was contact and Osborne was spun over the grass. Fannin kept his place but Osborne dropped to fourth behind Minshaw/Keen. The Triple Eight crew still took third in the points.

"I had to go for it as who knows what would have happened in the final laps," said Osborne. "The car was running badly and we had so much damage and no straightline speed, but we kept ploughing on. I rolled the dice at the end, but they fell off the table."

Academy Motorsport was denied a similar one-two finish in GT4 on the final lap, but still celebrated a maiden win in the category with Chris Webster and guest driver Daniel Lloyd.

The dominant ISSY Racing Lotus team looked in control initially after Oz Yusuf and Gavan Kershaw claimed pole, but the car was punted out after contact with Chadwick's Aston at the Melbourne hairpin on lap one.

The Evora sustained a broken rear-right toe-link and lost a handful of laps for repairs.

That left Will Moore to lead the first half of the race, but co-driver Dennis Strandberg struggled to match Moore's pace and soon he had Lloyd on his tail. The pair ran together over the closing laps until Lloyd dived down the inside at Melbourne to snatch the lead a lap from home. Strandberg tried to fight back with an optimistic lunge at Goddards, but clattered into the side of the sister car. He only succeeded in ripping out his own wheel-arch liner.

Lloyd continued, but Strandberg fell prey to Nathan Freke on the last lap after the Century Motorsport Ginetta car had been forced to serve a stop-go penalty for shaving time off its pitstop. ■



Palmer takes two more to wrap up the BRDC Formula 4 Championship early

Will Palmer secured the BRDC Formula 4 Championship title in style at Donington Park, his ninth and 10th wins of the year ensuring him of the laurels with three races still to go.

Palmer needed to extend his championship lead to 95 points by outscoring closest rival Tom Jackson by 21 over the weekend to wrap up the title.

He did so with untouchable performances in races two and three, and a little help in an off-colour first outing when Jackson hit trouble.

Palmer took slightly longer than usual to hit winning form as he struggled in changeable conditions on Saturday morning. That opened the door for somebody else to shine through the gloom in race one. Step forward Harrison Newey. The son of Red Bull Racing aero guru Adrian, Newey celebrated his first car racing victory, despite a late scare when Palmer did get up to speed.

Newey snatched pole ahead of Palmer in the damp-but-drying qualifying session. The track was dry for the race but Palmer didn't get

away well and then got a slide on through Redgate, running wide and dropping to sixth.

That did spark a superb comeback drive as Palmer swiftly despatched Chris Mealin and Ameya Vaidyanathan to run fourth. That became third when Jackson spun on his own when running second. "My brake bias was playing up and I tried to change it but it spat me off into the Old Hairpin," he said.

Newey was over 3s clear when Palmer finally deposed Omar Ismail for second. Palmer then pumped in a series of fastest laps to reel Newey in. The pair were nose-to-tail heading onto the final lap, but Newey hung on. "I could see Will coming in my mirrors and was ticking off the laps," said Newey. "I had to keep it so tight at the end but it feels so good to finally win."

Vaidyanathan finished third after Ismail spun late on. Jackson could only finish 10th, leaving Palmer needing to extend his advantage by just three more points to seal the crown.

It proved a simple task, even in the

reversed grid race. Palmer started seventh, but was given a boost when poleman Jordan Albert was handed a time penalty for a jumped start and Chris Mealin tangled with Ismail. With half of his rivals gone, Palmer took just three laps to work his way into second behind Albert for the de facto lead, before passing Albert just to make sure and running away to a 9s victory. Jack Bartholomew took second and Vaidyanathan third as Jackson fought to sixth.

Palmer's fastest lap bagged him pole for the final race and he proved his championship credentials by controlling it from start to finish. Two safety car periods couldn't unseat him as he comfortably beat Rodrigo Fonseca and Newey.

"This year has surpassed all expectations and the car was simply brilliant this weekend," he said.

Jackson's weekend was compounded by 12th place after a stop to clear debris from his radiators following a spin. Newey is now second in the championship.

Rob Ladbroke

Epps wins twice but Mason takes the title

After a barnstorming pair of races, for the fourth year in succession the Volkswagen Racing Cup championship went down to the wire at Donington and was decided in dramatic fashion.

This year's dominant points leader David Sutton came in with a 14-point lead (on dropped scores) over Aaron Mason, who started the first race of the weekend on pole. However, Mason's challenge was halted when he ended up in the gravel at Old Hairpin thanks to a feisty move from Robert Barrable.

The rally star and Formula Ford 1600 ace won this equivalent race last year, but there was nowhere to hide from Mason's wrath and Barrable came straight into the pits to retire his Team Hard Golf.

That briefly put Sutton in prime position but after contact with Bobby Thompson – also of Team Hard – on the main straight, Sutton was speared into the outside wall forcing a DNF.

That left a healthy race up front. Howard Fuller held on to win, but no fewer than 10 track limit penalties were dished out after the race, giving Silverstone winner Michael Epps the aggregate win. Phil House's Scirocco was promoted to second, with Fuller



now third and the other title challenger, Lucas Orrock, firmly thrusting himself into contention thanks to Sutton and Mason's misfortune. Mason managed to limp home eighth to keep his chances open.

The second race of the day was the longest in the championship's history, a 40-minute endurance. With Barrable excluded for his role in the race one Mason incident, he started at the back of the 26-car train. However, over the next 40 minutes fans were treated to the kind of drive that helped Barrable win last year. After the first lap he was 15th, and by half distance he

was up into third and hunting down the frontrunners. Simon Rudd led the way early on in the seemingly inconsequential race to the chequered flag, with all eyes on Mason, Sutton and Orrock for the title.

Epps took the lead on lap 12, but all the focus was on Rotherham driver Mason, who held on in eighth to take the title. Orrock managed sixth and Sutton 12th after starting 24th, and Sutton claimed the day was "probably the worst of my career so far". It was a bitter pill to swallow after leading the championship for so long.

Jack Benyon





# RACING REPORTS

**SNETTERTON: 750MC BY LEWIS BEALES**

## MATT’S TITLE BID ROZIER AFTER DOUBLE VICTORY

**Matt Rozier knew he could take a big step in clinching the Classic Stock Hatch title in the absence of leader Lee Scott, and he did so, by dominating the opening race.**

Behind, an early error at the Esses dropped Gordon MacMillan to third behind Matthew Stubington.

Despite the addition of success ballast, Rozier was later able to complete the double as Marcus Ward kept him honest throughout. Stewart Place made it three fighting for the lead in the closing stages.

Pitstops decided the outcome of the **Roadsports** race, with Lee Spencer outfoxing early leader Bryan Bransom with a better strategy. Third was stolen by Lloyd Chafer late on from the Toyota MR2 of Rob Horsfield/Simon Phillips to complete a BMW M3 podium.

Tom Bell dispatched Toby Bearne from the lead in the Hot Hatch section of the **Stock Hatch** race. Lee Deegan caught and passed his success ballast-loaded brother Shayne for Stock Hatch success, while David Drinkwater was top Mini Cooper.

Bell made it a double in the restarted sequel as Lee managed to oust his brother out of the Stock Hatch lead with a move that started into Murrays and finished at the exit of Riches.

With **Formula Vee** points leader Paul Smith experiencing engine problems, Ian Jordan needed victory to close down the deficit. He fought off Paul Taylor’s attempts to dislodge

him at Riches, a move that left his adversary having to produce a comeback drive to fourth.

Smith demonstrated his series superiority in race two. With his engine now on song he scythed through the field to snatch the lead away from Jordan on the third lap down Bentley Straight. Jordan latched on to the leader’s tail and never gave him any rest, but his title hopes ended with Smith’s stunning win.

In **750 Formula**, Robin Gearing broke David Bartholomew’s six-race winning streak by reclaiming the lead when his title rival spun at Montreal. Earlier, Gearing lost the lead after Bartholomew outbraked him into Nelson after a poor exit from Williams. Race two couldn’t have been closer as Bartholomew quickly made up for a sluggish start to exchange the lead with Gearing, who needed victory to keep his title hopes alive but narrowly failed by 0.1s.

The two Spire GT3s of Tim Gray and Richard Wise dominated the **Allcomers** event, while third-placed Wayne Rothwell relieved fast-starting Rob Horsfield of the position after Steve Ough was an early retirement.

Gray was also too good for the rest of the **Bikesports** field, with the undefeated series leader continuing his dominant run. After a great start, third-placed Adrian Reynard was quickly demoted by Will

Jordan won in FVee



Rozier’s Peugeot 205 was pursued by Ward’s Fiesta during race two

Brown and Tim Porter. Gary Baxter took two attempts before he too pulled off the same manoeuvre.

Gray cemented the title by maintaining his perfect record while it took Richard Wise a little longer to work his way into second place in the reversed-grid second race. Josh Smith’s drive through the field earned him the final podium place.

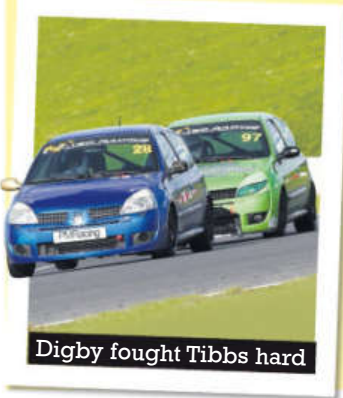
A demon start put Stephen Roberts in control of the **BMW Compact Cup** opening race with James Gornall glued to his rear bumper throughout. A late-race error cost Jonathan Davis third place, to the delight of Mike Tovey. Third was sufficient for Roberts to secure the title in race two, but he still squeezed past Tovey for second at the Esses on the final lap, only to be pushed back to third again at the Bomb Hole as Gornall won.

Race one for the **Toyota MR2s** provided excellent entertainment as Kristian White led the action, having passed Stuart Nicholls who was then demoted to third by Ben Rowe. Nicholls fought back to second

while Tim Heron and Darren Aldworth were unable to push Rowe any further down the order. Try as he might, Nicholls couldn’t breach Alex Knight’s defences in race two, with first Aldworth and then Jim Davies joining in the battle for the lead, while title contender Steve Traynor had a nightmare of a weekend and couldn’t break in to the top 10 in either race.

A first-corner fracas knocked out **Tegiwa Civic** series leader Carl Swift and allowed Adam Shepherd and Endaf Owens to escape. A penultimate-lap melee at Riches, which included the leading Class A runners, allowed Tim Evans to flee and secure the category victory. An amazing start by Owens from row five in race two meant he took the lead by the third corner and drove away into the distance. Shepherd made it into second after unseating Rob Howard.

A late safety car bunched up the **Armed Forces Challenge** race, which gave local driver Phil Seaman a chance to chase after leader Simon Wing but he failed to usurp the first place man by less than a car’s length at the chequered flag.



Digby fought Tibbs hard

## Tibbs takes brace of wins as points leader Fletcher struggles in qualifying

The battle for supremacy in the Renault Clio 182s was thrown wide open after qualifying with series leader Patrick Fletcher finding the wet conditions unfavourable, lining up in 11th place for both events.

Carrying maximum ballast didn’t hamper James Bark, Fletcher’s nearest rival, as he stormed away from the front row to lead poleman Philip Wright to the first corner. Wright fought back to lead into the third corner only to go off. “Cold

tyres: I was lucky to keep it out of the barriers,” claimed the local racer.

This left Andrew Tibbs in charge with Matt Digby, third in the title chase, in his wheel tracks. Bark ran third, while interest behind was focused on Fletcher. He stole fifth with a neat move at Oggies despite a grassy moment at the Bomb Hole that looked to have put paid to his recovery attempts.

Digby tried everything he knew in race two to displace Tibbs from the

lead without success, but it was the progress of Fletcher that was the centre of attention. Having squeezed by third placed Bark at the Bomb Hole, taking Williams with him, Fletcher looked to be back in charge. On the final lap Williams eased him wide at Agostini and Bark got inside at Murrays too, the title rivals crossing the finishing line side-by-side. The verdict went to a relieved Fletcher, who holds a four-point advantage going into the final round.

**BRANDS HATCH: MSVR BY PETER SCHERER**

**Ben Dimmack was crowned Radical Sprint Champion after a hectic three-race finale.**

He led the majority of the first race as title rival Paddy McClughan struggled to pass the defensive Marcello Marateotto in second to take up the chase. He finally made it by at Dingle Dell with two laps to go before taking the lead into Paddock on the next tour, with Marateotto following through later.

It was too close in race two between Marateotto and McClughan, as a third lap clash at Westfield left them both spinning and Dimmack back in front. His lead barely lasted a lap before Joe Stables (PR6) charged ahead for his maiden victory. McClughan stormed back to second at Druids mid-race, while Dimmack took third to secure his title.

John MacLeod escaped on the opening lap of the final race to secure his first Radical win. Elliot Goodman defended well in second until Dimmack got by into Clearways and McClughan later got ahead too.

McClughan took a win

Nicolas Vandierendonck and Archie Hamilton were double winners in the **Dutch SuperCar GT and GTB Challenge**. Henry Zumbrink’s Volvo S60 led the first half of race one, before team-mates Max Koebolt/Henry Caransa took charge. Having taken over the wheel in fifth, Hamilton charged through the field to the lead on lap 30. Zumbrink recovered to second, with Roger Grouwels/Kelvin Snoeks’ Dodge Viper third after James Abbott’s rear suspension failed on his Radical RXC.

Zumbrink led again for the first half of race two, before Koebolt and Grouwels tangled at Hawthorns in their duel for second. In the second half Kevin Clarke in the BMW Z4 was able to make a break. Hamilton caught him and went by at Paddock on lap 27, but Clarke retained a clear second.

Ruud Olij’s BMW M3 took a comfortable win in the **Supersport and Sport Challenge** opener but,

after leading the first half of race two, his success-added pitstop proved too much second time

around. Eric van den Munckhof (BMW Z4) built up a lead before a storming drive from Martin Short in the BMW M3 gave him and Richard Neary the win.

Rod Birley took his first wins on the Brands Hatch Grand Prix circuit for five years as his Ford Escort WRC won both **Motorsport News** and **Cannons Tin Tops** races. Tom Knight’s BMW M3 lost an early second to Malcolm Wise’s Escort Cosworth, but soon claimed it back around the outside at Clearways. Knight followed Birley home again in race two, with Wise an early casualty.

Rob Watkins was a double **Radical SR1** winner but it still wasn’t enough to take the title away from Dave Morgan. Morgan led the first race before Watkins got by. The duo shared a number of exchanges in race two, which allowed the chasers to catch them. Peter Tyler was tapped into late a spin by Mark Richards, when running second, while Morgan took third.

Matt Bell led for most of the **Radical Enduro** before handing over to Grahame Tilley. He was reeled in by Steve Burgess, who claimed the win.

**SEPTEMBER 12/13**

Photos: Richard Styles

## RESULTS

**Clio 182s (7 laps)** 1 Andrew Tibbs 16m25.40s (75.93mph); 2 Matt Digby +1.28s; 3 James Bark; 4 George Williams; 5 Patrick Fletcher; 6 Philip Wright. Fastest lap Tibbs 2m18.61s (77.11mph). Pole Wright. Starters 26. **Race two (7 laps)** 1 Tibbs 16m25.96s (75.88mph); 2 Digby +0.22s; 3 Williams; 4 Fletcher; 5 Bark; 6 Martin Ward. FL Fletcher 2m18.42s (77.22mph). P Wright. S 24.

**Classic Stock Hatch (7 laps)** 1 Matt Rozier (Peugeot 205 GTI) 17m24.46s (71.63mph); 2 Matthew Stubington (Peugeot 205 GTI) +5.03s; 3 Gordon MacMillan (Peugeot 205 GTI); 4 Andrew Thorpe (Citroen AX GTI); 5 Edward Cooper (Vauxhall Nova GS); 6 Mervyn Beckett (Vauxhall Nova GTE). FL Rozier 2m27.30s (72.56mph). P Rozier. S 20. **Race two (7 laps)** 1 Rozier 17m15.01s (72.29mph); 2 Marcus Ward (Ford Fiesta XR2i) +0.87s; 3 Stewart Place (Peugeot 205 GTI); 4 MacMillan; 5 Thorpe; 6 Cooper. FL MacMillan 2m25.81s (73.30mph) record. P Rozier. S 16.

**Roadsports Endurance Series (20 laps)** 1 Lee Spencer (BMW M3) 45m35.53s (78.15mph); 2 Bryan Bransom (BMW M3) +12.06s; 3 Lloyd Chafer (BMW M3); 4 Rob Horsfield/Simon Phillips (Toyota MR2); 5 Richard Cooke/Simon Verschueren (VW Golf GTI); 6 Brett Evans (Porsche 944S2). Class winners Evans; Liam Crilly (Mazda RX-8). FL Spencer 2m11.20s (81.47mph) P Bransom. S 25.

**Stock Hatch (7 laps)** 1 Tom Bell (Ford Fiesta ST) 15m51.36s (78.64mph); 2 David Drinkwater (Mini Cooper S) +42.68s; 3 Will Sharpe (Mini Cooper S); 4 Eliot Dunmore (Mini Cooper S); 5 Lee Deegan (Citroen Saxo VTR); 6 Shayne Deegan (Citroen Saxo VTR). CW Drinkwater; L Deegan. P Toby Bearne (Ford Fiesta ST). S 19. **Race two (4 laps)** 1 Bell 9m00.25s (79.14mph); 2 Bearne +0.47s; 3 Alistair Camp (Ford Fiesta ST); 4 L Deegan; 5 S Deegan; 6 Ryan Pollard (Citroen Saxo VTR). CW L Deegan. FL Bearne 2m12.96s (80.39mph) record. P Camp. S 15.

**Formula Vee (7 laps)** 1 Ian Jordan (Sheane Jordan) 15m43.31s (79.32mph); 2 David Hughes (Bears GAC) +15.10s; 3 Jack Wilkinson (Sheane Mk3); 4 Paul Taylor (Bears GAC); 5 Craig Pollard (Bears GAC); 6 Ed Lowndes (Scarab Mk2). CW Wilkinson. FL Taylor 2m12.42s (80.72mph). P Pollard. S 21. **Race two (7 laps)** 1 Paul Smith (AHS Dominator) 15m22.88s (81.07mph); 2 Jordan +0.57s; 3 Pollard; 4 Graham Gant (WEV FV01); 5 Taylor; 6 Daniel Pitchford (AHS GAC). CW Wilkinson. FL Smith 2m09.41s (82.59mph). P Pollard. S 20.

**750 Formula (7 laps)** 1 Robin Gearing (Darvi P88) 15m19.17s (81.40mph); 2 David Bartholomew (PRS 1b) +7.45s; 3 Bill Cowley (Cowley MkIV); 4 Mark Glover (Racekits Falcon); 5 Chris Gough (CGR2 Evo); 6 Bob Simpson (SS/F). CW Andrew Lake (Darvi 91D). FL Bartholomew 2m08.51s (83.17mph) record. P Gearing. S 17. **Race two (7 laps)** 1 Bartholomew 15m25.03s (80.88mph); 2 Gearing +0.10s;

3 Cowley; 4 Gough; 5 Ian Barley (Racekits Falcon); 6 Simpson. CW Daniel Welsh (Racekits Falcon). FL Bartholomew 2m08.94s (82.89mph). P Gearing. S 16.

**Allcomers (11 laps)** 1 Tim Gray (Spire GT3) 21m47.21s (89.94mph); 2 Richard Wise (Spire GT3) 1m35.61s; 3 Wayne Rothwell (Tiger ZR6); 4 Rob Horsfield (Toyota MR2 Super GT); 5 David Drinkwater (Mini Cooper S); 6 Eliot Dunmore (Mini Cooper S). CW Horsfield; Steve Howson (Peugeot 106). FL Gray 1m53.01s (94.58mph). P Gray. S 24.

**Bikesports (11 laps)** 1 Tim Gray (Spire GT3) 21m23.88s (91.58mph); 2 Richard Wise (Spire GT3) +4.95s; 3 Will Brown (Radical PR6); 4 Tim Porter (Radical SR3); 5 Gary Baxter (Radical SR3 RS); 6 Adrian Reynard (Radical SR3). CW Wise; Julian Griffiths (Spire GT3); Peter Lague (Spire GT3). FL Gray 1m54.87s (93.05mph). P Gray. S 14. **Race two (11 laps)** 1 Gray 20m49.44s (94.10mph); 2 Wise +28.15s; 3 Josh Smith (Radical SR4); 4 Baxter; 5 Brown; 6 Mike Davis (Radical PR6). CW Wise; Griffiths; Lague. FL Gray 1m49.97s (97.19mph) record. P Davis. S 14.

**Compact Cup (9 laps)** 1 Stephen Roberts 21m32.78s (74.41mph); 2 James Gornall +0.58s; 3 Mike Tovey; 4 Owen Hunter; 5 Jonathan Davis; 6 Ian Jones. FL Gornall 2m22.41s (75.05mph). P Roberts. S 31.

**Race two (9 laps)** 1 Gornall 21m35.76s (74.24mph); 2 Tovey +4.47; 3 Roberts; 4 Ben Pearson; 5 Simon Roche; 6 Paul Hinson. FL Pearson 2m22.56s (74.97mph). P Gornall. S 31.

**Toyota MR2s (7 laps)** 1 Kristian White 16m38.66s (74.92mph); 2 Stuart Nicholls +0.49s; 3 Ben Rowe; 4 Timothy Heron; 5 Darren Aldworth; 6 Alex Knight. CW Nicholls. FL Knight 2m20.61s (76.01mph). P White. S 33. **Race two (7 laps)** 1 Knight 16m44.57s (74.48mph); 2 Nicholls +0.17s; 3 Jim Davies; 4 Aldworth; 5 Martin Farrelly; 6 Heron. CW Nicholls. FL Nigel Ralphson and Aldworth 2m21.04s (75.78mph). P Knight. S 32.

**Civic Cup (7 laps)** 1 Adam Shepherd 16m04.96s (77.54mph); 2 Endaf Owens +8.12s; 3 Mark Higginson; 4 Samuel Hathaway; 5 Steven Laidlaw; 6 Andrew Gaugler. CW Tim Evans. FL Shepherd 2m15.98s (78.60mph). P Shepherd. S 27. **Race two (7 laps)** 1 Owens 16m05.79s (77.47mph); 2 Shepherd +8.00s; 3 Hathaway; 4 Higginson; 5 Gaugler; 6 Laidlaw. CW Chris Coomer. FL Shepherd 2m15.91s (78.64mph) record. P Carl Swan. S 22.

**Armed Forces Challenge (15 laps)** 1 Simon Wing (Peugeot 205 GTI) 41m05.12s (65.04mph); 2 Geoff Beale/Phil Seaman (Lotus Sunbeam) +0.10s; 3 Ian Fletcher/Ed Fuller (Fletcher Horner Mk2/Tiger); 4 Ed McKean (BMW 325i); 5 Matthew Hoskins (Subaru Justy); 6 Matthew Bolton (BMW M3). CW Beale/Seaman; Paul Roddison (Mazda MX-5). FL Seaman 2m12.65s (80.58mph). P Wing. S 17.

**SEPTEMBER 12/13**

Photos: Gary Hawkins

## RESULTS

**Radical Sprint (13 laps)** 1 Paddy McClughan (SR3 RS) 20m57.374s (90.56mph); 2 Marcello Marateotto (SR3 RSK) +2.649s; 3 Ben Dimmack (SR3 RS); 4 Brian Murphy (SR3 RSK); 5 Joe Stables (PR6); 6 Chris Car (SR3 RSK). CW Stables; Peter Tyler (SR1). FL McClughan 1m27.006s (100.68mph). P McClughan. S 27. **Race two (14 laps)** 1 Stables 20m46.570s (98.38mph); 2 McClughan +1.204s; 3 Dimmack; 4 Marateotto; 5 Martin Verity (SR3 RSK); 6 Euan Mackay (SR3 RSK). CW McClughan; Barry Liversidge (SR1). FL McClughan 1m26.506s (101.26mph). P McClughan. S 25. **Race three (10 laps)** 1 John MacLeod (SR3 RSK) 15m02.071s (97.11mph); 2 Dimmack +8.556s; 3 McClughan; 4 Brian Caudwell (SR3 RSK); 5 Elliot Goodman (SR3 RS); 6 Murphy. CW Simon Garmston (PR6); Tyler. FL Stables 1m28.375s (99.12mph). P Goodman. S 25.

**Dutch SuperCar/Supersport and Sport (37 laps)** 1 Ruud Olij (BMW E92 M3) 1h00m21.186s (89.50mph); 2 Bob Herber (Mercedes C63) +22.355s; 3 Michael Verhagen/Fred Cavanagh (BMW E46 GTR); 4 Philippe Bonneel/Bas Schouten (BMW M3 E92); 5 Koen Bogaerts/Pieter van Soelen (BMW M3 E90); 6 Luuk van Loon/Jan van der Kooi (Lotus Exige). CW Wiebe Wytzes (Renault Clio). FL Verhagen/Cavanagh 1m33.716s (93.47mph). P Herber. S 24. **Race two (37 laps)** 1 Richard Neary/Martin Short 1h00m10.833s (89.76mph); 2 Eric van den Munckhof (BMW Z4) +10.734s; 3 Dennis de Groot/Martin de Graaf (BMW 132 GTR); 4 Bogaerts/van Soelen; 5 van Loon/van der Kooi; 6 Olij. CW Wytzes. FL Short 1m32.687s (94.50mph). P Herber. S 23.

**Motorsport News Saloons & Tin Tops (9 laps)** 1 Rod Birley (Ford Escort WRC) 15m04.611s (87.15mph); 2 Tom Knight (BMW E36 M3) +1.976s; 3 Malcolm Wise (Ford Escort Cosworth); 4 Alex Sidwell (Holden Commodore); 5 Ian Butler (Ford Focus); 6 Daniel Cowan (Ford Sierra Cosworth).

+25.018s; 3 Patrick Lamster/Donald Molenaar (Porsche 997 GT3); 4 Milan Donijer/Ferdinand Kool (Corvette GT4); 5 Simon Atkinson (Dodge Viper); 6 McKay/Bradshaw. CW Lamster/Molenaar. FL Snoeks 1m25.816s (102.07mph). P Grouwels/Snoeks. S 19.

CW Knight; Matthew Turner (BMW M3); Bill Richards (Mini Clubman); Gary Cole (Citroen BX); Barnaby Davies (Toyota Starlet GT); Chris Bassett (Peugeot 205 GTI); Mikey Day (Citroen Saxo); Daniel Adams (Proton Satra). FL Birley 1m37.821s (89.54mph). P Birley. S 39. **Race two (9 laps)** 1 Birley 15m02.051s (87.39mph); 2 Knight +3.702s; 3 Butler; 4 Gavin Thomson (Peugeot 205 GTI); 5 Cowan; 6 Turner. CW Knight; Thomson; Richards; Cole; Tom Bridger (Rover 220 Turbo); Bassett; Ryan Steel (Citroen Saxo); Cliff Pellin (Ford Fiesta ST150). FL Birley 1m37.650s (89.70mph). P Birley. S 38.

**Radical SR1 Cup (13 laps)** 1 Rob Watkins 21m06.207s (89.93mph); 2 Dave Morgan +0.738s; 3 Peter Tyler; 4 Mark Richards; 5 Rob Ellice; 6 Andy Chittenden. FL Richards 1m35.730s (91.50mph). P Morgan. S 14. **Race two (12 laps)** 1 Watkins 20m43.988s (84.50mph); 2 Richards +2.705s; 3 Morgan; 4 Lewis Gee; 5 Chittenden; 6 Tyler. FL Watkins 1m35.647s (91.58mph). P Watkins. S 13.

**Radical Enduro (61 laps)** 1 Steve Burgess (SR3 RS) 1h30m31.342s (98.38mph); 2 Matt Bell/Graham Tilley (SR3 RSX) +11.654s; 3 Scott Mansell (SR3 RSX); 4 Marcello Marateotto/Tom Ashton (SR3 RSX); 5 Martin Verity/Austin Kinsella (SR3 RSX); 6 Nick Jones/Scott Malvern (SR3 RSX). FL Malvern 1m25.102s (102.93mph). P Jones/Malvern. S 11.

**ALL THE ACTION FROM THE GOODWOOD REVIVAL**

**PAGE 24**



# AND THE WINNERS ARE...

‘Foster had a huge battle’  
FF1600 Silverstone



‘Hill asserted himself to win’  
MG Trophy at Oulton



## SILVERSTONE GP: MSVR BY JACK COZENS

SEPTEMBER 12/13

Photos: Mick Walker

# STEELE SHINES AS F3 CUP CHAMP

Invitation driver Zach Claman DeMelo stole the show with three commanding performances in the F3 Cup at Silverstone, as Aaron Steele was crowned champion.

Canadian Claman DeMelo had a slow start from pole in race one and relinquished the lead to Hywel Lloyd on the run to Copse – although he fought back almost immediately to reclaim it through Maggotts. Lloyd put in a valiant drive but was eventually forced to settle for second, while Louis Hamilton-Smith beat Steele to take third. The latter’s fourth place confirmed him as champion beyond mathematical doubt.

Claman DeMelo turned in an even more dominant performance in race two after Lloyd dropped out on the third lap. The hat-trick was completed after another rampant display in race three, with Hamilton-Smith fending off Lloyd to claim only a second Cup class win of the season.

“It was just a really great weekend,” said Claman DeMelo. “I learned a lot with the team and I’m really happy with the results. I don’t think the weekend could have gone much better.

“It’s fantastic to win the championship,” said Steele. “It’s been a great year; the team have been second to none, my friends, my family [and] everyone that’s supported – it’s so great that we won this together.”

In an enthralling FF1600 SuperSeries race, Joey Foster won the Jim Walsh Trophy after a race-long

battle with Oliver White and Luke Williams. The trio had been the class of the field in qualifying and quickly scampered off at the start, with Williams beating poleman White off the line.

As the lead swapped hands on multiple occasions, their squabbling allowed Stuart Gough to work his way on to the tail of the pack, having started at the rear of the grid.

The order looked settled as the drivers headed on to the final lap after White and Williams had opened a gap to Gough and Foster, but Foster produced a remarkable turnaround and passed all three of his rivals for the win.

A stealth-like performance from David Marcussen was rewarded with Modern Classics honours in a capacity field of 57 cars.

Polesitter Thomas Houlbrook pitted early from third as he attempted to jump Darren Fielding, who had started to fall away from Charles Hyde-Andrews-Bird. Marcussen, meanwhile, had retained his early fifth place and assumed the lead when Hyde-Andrews-Bird and Fielding pitted on lap 10, with both serving their 30s winners’ penalties. The lead was one Marcussen would hold on to as he pulled clear of second-place man Andrew Szymanski in the final laps, while Fielding completed the podium after a late charge.

Cian Carey claimed a brace of Mono GP wins, although he was made to fight for the first after an entertaining tussle with Kevin McLurg. Having dominated

qualifying, Carey bogged down at the start of the opening race and fell behind McLurg into Copse, but recaptured the lead on the second lap after muscling his Formula Renault up the inside of McLurg (Dallara 399) at Village.

McLurg remained with Carey until the final lap, when a spin put paid to his chances of a win as Russ Giles and Mike Hatton completed the podium.

Carey wrapped up a much simpler victory in race two, heading home Mark Smith and Kevin Couling after McLurg and Giles both retired late on.

There was plenty of excitement in the Sports 2000 race, with Patrick Sherrington able to perfect a late pass on Michael Gibbins to win. The pair streaked away from the rest of the field at the start and, though Gibbins took the lead at one-third distance, he was unable to shake off Sherrington and the latter made a daring move around the outside of Copse at the start of the final lap to snatch the victory.

Alex Reed controlled the Lotus Cup race in his Exige V6 Cup R to gain ground on Ken Savage in the championship battle. Reed extended an early advantage from pole as those behind him squabbled, and emerged from his pitstop still in the lead to take a lights-to-flag victory ahead of Adam Knight and Marcus Jewell.

Ariel Atoms reigned supreme in the Endurance Racing Series, as Paul Donkin and Stewart Drewell took top honours ahead of father and son pairing



Claman DeMelo took a perfect hat-trick of F3 Cup victories at Silverstone

David and Marc Mercer:

Donkin first took the lead when Phil Knibb’s Radical SR3 limped into the pits and an early retirement. Despite dicing with Mercer Jr in the opening laps, and his team-mate Drewell trailing Michael Smith into the final hour (before his SEAT Supercopa picked up a driveshaft problem), the pair picked up a handsome victory as Atom cars completed a 1-2-3-4.

Donkin and Drewell’s win had denied Mercer Jr a hat-trick of victories, the latter having won both of Saturday’s standalone Atom Cup races.

An issue on the Hangar Straight for Lee Cunningham allowed Mercer to power into the lead on the final lap of the opening race, while a post-race penalty for Cunningham in race two gifted Mercer a second win.

## RESULTS

**F3 Cup (8 laps)** 1 Zach Claman DeMelo (Dallara F308) 15m39.130s (112.25mph); 2 Hywel Lloyd (Dallara F311) +3.992s; 3 Louis Hamilton-Smith (Dallara F308); 4 Aaron Steele (Dallara F307); 5 Stuart Wiltshire (Dallara F310); 6 Jacopo Sebastiani (Dallara F311). Class winners Lloyd; Adrian Holey. Fastest lap Claman DeMelo 1m55.292s (114.29mph). Pole Claman DeMelo. Starters 12.  
**Race two (8 laps)** 1 Claman DeMelo 15m32.265s (113.08mph); 2 Steele +18.981s; 3 Hamilton-Smith; 4 Wiltshire; 5 Tony Bishop (Dallara F310); 6 Daniel Tapinos (Dallara F311). CW Steele; Holey. FL Claman DeMelo 1m55.234s (114.35mph) record. P Claman DeMelo. S 12.  
**Race three (10 laps)** 1 Claman DeMelo 21m30.733s (102.09mph); 2 Hamilton-Smith +11.033s; 3 Lloyd; 4 Steele; 5 Wiltshire; 6 Sebastiani. CW Hamilton-Smith; Holey. FL Claman DeMelo 1m56.448s (113.16mph). P Claman DeMelo. S 12.

**FF1600 SuperSeries, Jim Walsh Trophy (7 laps)** 1 Joey Foster (Ray GR08) 16m34.231s (92.77mph); 2 Oliver White (Van Diemen RF01) +0.918s; 3 Stuart Gough (Van Diemen RF92); 4 Luke Williams (Ray GR13); 5 Douglas Crosbie (Van Diemen RF00); 6 Andy Charsley (Ray GR15). FL Foster 2m19.517s (94.45mph). P White. S 13.

**New Millennium, Modern Classics and Puma Cup (16 laps)** 1 David Marcussen (BMW M3 Evo E36) 40m38.621s (86.56mph); 2 Barry O’Neill/Andrew Szymanski (BMW M3 Evo E36) +3.856s; 3 Darren Fielding (BMW M3 Evo E36); 4 Thomas Houlbrook (BMW M3 Evo E36); 5 Mark Chilton (Porsche 928 S4); 6 Tim Davis (TVR Tuscan). CW Davis; Paul Mensley (Ford Focus); John Saunders/Matt Spark (Ginetta G40); Alan Broad/James Broad (Porsche Boxster S); Gary Jones (Porsche 944 S2); Alan Thompson (BMW

328); Andy Napier (Lotus Elise S1); Roger Hayes/Richard Hayes (Toyota Celica GT4 (T1)); Mike Marais/Clinton Compaan (SEAT Leon (T1)); Lisa Selby/Toby Harris (Ford Puma); James Clare (Ford Puma); Gary Wardle (Ginetta G50). FL Charles Hyde-Andrews-Bird/Kevin Bird (BMW M3) 2m23.839s (91.61mph). P Houlbrook. S 57.

**Mono GP (7 laps)** 1 Cian Carey (Formula Renault) 15m22.288s (100.01mph); 2 Russ Giles (Dallara F398) +3.243s; 3 Mike Hatton (Dallara F301); 4 Kevin McLurg (Dallara 399); 5 Mark Smith (Dallara F395); 6 Kevin Couling (Tatuus-Renault RC97). FL McLurg 2m09.377s (101.85mph). P Carey. S 8.

**Race two (8 laps)** 1 Carey 17m11.252s (102.22mph); 2 Smith +1m29.295s; 3 Couling; 4 Stuart Gough (Van Diemen RF92); 5 Steven Connor (Van Diemen RF82); no other finishers. FL Carey 2m06.487s (104.18mph). P Carey. S 8.

**Sports 2000 (14 laps)** 1 Patrick Sherrington (MCR) 30m54.826s (99.46mph); 2 Michael Gibbins (MCR) +1.811s; 3 Tom Stoten (Gunn TS11); 4 Paul Martin (MCR); 5 Paul Streat (MCR); 6 Tony Halliwell (Gunn TS11). CW Martin; Colin Peach (Van Diemen FRS02); Peter Needham (Tiga SC80). FL Sherrington 2m10.436s (101.02mph). P Sherrington. S 28.

**Lotus Cup UK & Lotus on Track Elise Trophy (25 laps)** 1 Alex Reed (Lotus Exige V6 Cup R) 1h02m11.831s (88.27mph); 2 Adam Knight (Lotus Exige V6 Cup R) +8.024s; 3 Marcus Jewell (Lotus 2-Eleven); 4 Ken Savage (Lotus 2-Eleven); 5 Philip Britten/Ryan Hooker (Lotus Exige V6 Cup R); 6 Adrian Hall (Lotus Exige S1 NA Honda). CW Jewell; Hall; James Little/Andrew Bentley (Lotus Elise Cup R). FL Reed 2m19.588s (94.40mph). P Reed. S 35.

**Endurance Racing Series (60 laps)** 1 Paul Donkin/Stewart Drewell (Atom Cup) 2h30m50.815s (87.35mph); 2 Marc Mercer/David Mercer (Atom Cup) +26.060s; 3 Russell Munns/Gus Desbarats/Stewart Lyddall (Atom Cup); 4 Justin Cars/Eddie Coombes/Lee Cunningham (Atom Cup); 5 Luke Wright/Andrew Magji (Mini Cooper S); 6 Michael Smith (SEAT Supercopa). CW Wright/Magji; Smith; Paul Knibb/Andrew Rath (Radical SR3). FL Mercer/Mercer 2m19.722s (94.31mph). P Knibb/Rath. S 8.

**Atom Cup (8 laps)** 1 Marc Mercer 22m00.225s (89.83mph); 2 Lee Cunningham +0.528s; 3 Paul Donkin; 4 Gus Desbarats; 5 Eddie Coombes; 6 Justin Cars. FL Mercer 2m24.773s (91.02mph). P Donkin. S 6.  
**Race two (9 laps)** 1 Mercer 22m03.701s (89.59mph); 2 Donkin +0.253s; 3 Cunningham; 4 Desbarats; 5 Coombes; 6 Cars. FL Mercer 2m25.165s (90.77mph). P Donkin. S 6.

## OULTON PARK: MGCC BY GRAHAM READ

SEPTEMBER 12

Photos: Mick Walker

Mike Johnson and Kevin Harrison shared the Porsche Club honours after a brace of entertaining encounters. Craig Wilkins made a superb start to head reigning champion Pete Morris out of Old Hall for the first time, but their battle was not to last as Morris suffered a race-ending off at Shell Oils soon after.

Wilkins resisted pressure from Johnson, but ran wide at Old Hall in the closing stages, letting Johnson into the lead. From there to the chequered flag Johnson was in control ahead of the chasing Wilkins. After a tremendous three-way scrap for third place between Harrison, Chris Dyer and Karim Moudi it was Dyer who snatched the final podium position as they exited Deer Leap for the final time.

In the second race there were two superb battles out front as Harrison pressed the leading Wilkins, and Mark McAleer sought to get the better of third-placed Johnson. However, Wilkins dropped to sixth on the final lap as Harrison led Johnson home.

MG Trophy polesitter Cody Hill lost out to second on the grid Colin Robertson as the large field took the start. Hill soon asserted his authority and proceeded to lead for the remainder of the encounter.

Behind, Robertson, Ross Makar and Doug Cole fought hard for second place before Makar suffered a smoky retirement with Cole also registering a DNF. Come the close it was Robertson and Graham Ross who joined Hill on the podium.

In the second race, early frontman Hill had a grassy moment at Lakeside and dropped three places. An excellent scrap for the honours between Robertson and Ross followed, with Robertson edging it.

Paul Sibley strolled to a comfortable Midget & Sprite Challenge victory while protecting the ageing gearbox in his Midget. Almost 18s behind the victor, James Dunkley claimed the runner-up spoils. On a drying track the Midget racer used his power advantage over Andy Southcott to move up to second place before dropping behind again and having to repass his rival before the finish.

The BCV8s put on a fine show and the outcome was uncertain until the final two laps. Race-long leader Russell McCarthy was replaced by poleman James Wheeler as they sped into Old Hall on the penultimate tour to take his first victory of the season. Ian Prior made it by to claim second place at Knickerbrook, with McCarthy left to third.

Tom Andrew recovered from dropping



to third at the start of the Morgan Challenge and led comfortably in his Aero 8 from lap two to the flag. Elliot Paterson’s Roadster and Russell Paterson in an ARV6 completed the podium.

Tom Sanderson made it around the outside of Mike Williams as they headed down the Avenue at the start of the Metro Cup contest for his fifth victory of the year. As Williams’ pace dropped in the closing stages Ben Rushworth and Dick Trevett completed the leading trio.

The Cockshoot Cup was dominated by Gary Wetton in his ZR 190 as he claimed his sixth win from six starts this year. Having started fourth on the grid Howard Hunt made second place his own.

Spencer McCarthy claimed a lights-to-flag win from pole in the shortened Thoroughbred Sportscar event.

## RESULTS

**Porsche Club (13 laps)** 1 Mike Johnson (996) 24m39.451s (87.66mph); 2 Craig Wilkins (996) +3.200s; 3 Chris Dyer (Cayman S); 4 Kevin Harrison (996); 5 Karim Moudi (996 Carrera); 6 Jonathan Evans (Boxster S). Class winners Evans; John Gilmore (944 S2). Fastest lap Peter Morris (996 C2) 2m00.968s (80.10mph). Pole Morris. Starters 19.

**Race two (13 laps)** 1 Harrison 24m37.140s (85.28mph); 2 Johnson +0.478s; 3 Mark McAleer (996 C2); 4 Morris; 5 Moudi; 6 Wilkins. CW Steve Cheetham (Boxster S); Gilmore. FL McAleer 1m52.275s (86.30mph). P Morris. S 16.

**MG Trophy (9 laps)** 1 Cody Hill (ZR 190) 18m29.672s (78.59mph); 2 Colin Robertson (ZR 190) +2.908s; 3 Graham Ross (ZR 190); 4 Jason Burgess (ZR 190); 5 Jake Fraser-Burns (ZR 190); 6 Rob Perkins (ZR 190). CW Daniel Molloy (ZR 170); John Gil (ZR 160). FL Hill 2m01.174s (79.97mph). P Hill. S 29.

**Race two (10 laps)** 1 Robertson 19m49.956s (81.50mph); 2 Ross +0.319s; 3 Burgess; 4 Hill; 5 Fraser-Burns; 6 Paul Luti (ZR 170). CW Luti; Gil. FL Robertson 1m57.057s (82.78mph). P Hill. S 27.

**MG Midget & Sprites (10 laps)** 1 Paul Sibley (Midget) 21m39.688s (74.55mph); 2 James Dunkley (Midget) +17.867s; 3 Andy Southcott (Midget); 4 Stephen

Watkins (Midget); 5 Richard Wildman (Midget); 6 Chris Southcott (Midget). CW A Southcott; John Bridge (Austin-Healey Sprite); Ian Burgin (Austin Healey Sprite Mk1); Kim Dear (MG Midget). FL Dunkley 2m03.703s (78.33mph). P Sibley. S 15.

**BCV8s (11 laps)** 1 James Wheeler (GT V8) 21m28.927s (82.70mph); 2 Ian Prior (GT V8) +0.321s; 3 Russell McCarthy (GT V8); 4 Rob Spencer (GT V8); 5 Spencer McCarthy (GT V8); 6 Ken Deamer (GT V8). CW Deamer; Babak Farsian (MGB Roadster); Bob Luff (MGB Roadster). FL R McCarthy 1m53.757s (85.18mph). P Wheeler. S 22.

**Morgan Challenge (16 laps)** 1 Tom Andrew (Aero 8) 31m51.564s (81.10mph); 2 Elliot Paterson (Roadster) +9.809s; 3 Russell Paterson (ARV6); 4 Simon Orebi Gann (Roadster); 5 Tony Hirst (ARV6); 6 Tim Parsons (+4 SuperSports). CW E Paterson; Henry Williams (4/4); Tim Ayres (+8). FL Andrew 1m57.355s (82.57mph). P Andrew. S 23.

**MG Metro Cup (10 laps)** 1 Tom Sanderson (Rover Metro GT) 20m47.573s (77.67mph); 2 Ben Rushworth (Rover 100) +14.942s; 3 Dick Trevett (Metro Turbo); 4 Jack Ashton (Rover Metro GT); 5 Mike Williams (Rover Metro); 6 Tony Howe (Metro Turbo). CW Mark Eales (Rover Metro). FL Sanderson 2m03.349s (78.56mph). P Williams. S 23.

**Cockshoot Cup (10 laps)** 1 Gary Wetton (MG ZR 190) 20m38.096s (78.26mph); 2 Howard Hunt (MG ZS) +9.630s; 3 Philip Standish (MG TF LE 500); 4 Ashley Woodward (MG ZS 180); 5 Carl Chadwick (MG Midget); 6 Ray Collier (MG ZR). CW Chadwick; Jeremy Toes (MG Midget); Volker Eickmeyer (MGF VVC). FL Wetton 2m01.540s (79.73mph). P Collier. S 27.

**Thoroughbred Sportscars (6 laps)** 1 Spencer McCarthy (MGB GT V8) 11m37.265s (83.38mph); 2 Neil Fowler (MGB GT V8) +1.031s; 3 Rob Spencer (MGB GT V8); 4 Ian Prior (MGB GT V8); 5 Russell Paterson (Morgan ARV6); 6 Elliot Paterson (Morgan Roadster). CW E Paterson; Peter Samuels (MGB Roadster); Kathy Sherry (Morgan +8). FL Spencer 1m54.160s (84.88mph). P McCarthy. S 18.



Sanderson won Metros



# RACING REPORTS

## KNOCKHILL: SMRC BY JONATHAN CRAWFORD

SEPTEMBER 13

Photos: Jim Moir

**Adam Mackay sealed the Scottish Formula Ford title with three deserved wins in difficult conditions at Knockhill.**

A crash in the morning's opening Classic Sports and Saloons race delayed the meeting by several hours and it was doubtful if the organisers could squeeze the 17-race programme into the remainder of the day. They managed it and, in fading light, Mackay took the chequered flag for the 12th time from 13 races in what has been a dominant year: "It's been a long day," explained the satisfied teenager. "I didn't think we were going to get that third race in and I'd have to wait until October."

It was fitting that Mackay's triumphs were given yet more credibility by the visiting BRSCC series, with frontrunners Patrick Dussault and Jonathan McMullan mixing in while at the centre of their own championship battle.

Given the timetabling uncertainties, the second encounter became the **David Leslie Trophy** race and it began with a tough battle between the national championship rivals. McMullan trailed in third on the approach to Clark on the first lap but had better drive out of the chicane and pulled alongside his rival. Despite some bold defending, Dussault left just enough space for the Van Diemen to squeeze through.

With a gap to close at the top of the BRSCC standings, Dussault threw caution to the wind and snatched second place back at Duffus on the following lap. The pair were glued together for almost all of the remainder of the race, until McMullan spun at the hairpin on the



final lap. He only just held on to third by the finish line.

Up front, McKay was unchallenged for the trophy and was delighted with the performance. "It was awesome," he explained. "It was really good to get this done in front of all the national guys and they ran me hard."

Kevin Whyte and Wayne Macaulay shared the **Fiesta** spoils. Standings leader George Orr slid out of race one but fought back valiantly in race two as nearest rival Macaulay returned to winning ways. Steven Gray drove sensibly to score enough points to seal the XR2 title with a round to go despite Jim Deans' success in both races.

Former Clio racer Finlay Crocker revelled in the wet conditions faced by the **Saloons and Sportscars** field. He shot past Garry Watson's Westfield and pulled away until half-distance when he went off at the hairpin. Two laps later, the pair dived for three corners before Crocker in his SEAT Leon could pull away for his first win of the year.

In an even wetter second race, Ian Donaldson was the class of the field while Crocker and Watson continued their battle behind.

**Legends** frontrunner David Hunter cranked up the pressure on championship leader John Paterson by taking two wins to close the gap at

the head of the standings. That said, it could have been worse for Paterson who went off at Clark while leading on the penultimate lap of the final race. Impressively, Paterson fought back and salvaged second place at the final corner.

While Shonny Paterson took both **Classics Sports and Saloons** wins on the road in his Triumph TR8, it was Porsche man Stan Bernard who was the big mover in the championship as nearest rivals Howard Gordon and Bruce Weir suffered problems.

Steven Dailly took both wins in the **BMW Compact Cup** races after heading Gary Clark each time.



## Thirlwall clinches championship despite spinning off during difficult final race

Ken Thirlwall did enough to clinch another Scottish Mini Cooper title.

The first race provided some of the season's best racing, with an eight-car train circulating for most of the distance. Former champion Oliver Mortimer looked set to keep the title race alive and led the majority before going wide at Leslie's on the penultimate lap.

Fellow protagonist Joe Tanner chased leader Thirlwall but was an

agonising 0.07s shy at the finish line.

As if to put one hand on the trophy, Thirlwall led from lights-to-flag in race two, while Mortimer passed Tanner for second.

Despite only needing to score a modest total, Thirlwall found himself under pressure in the usual frenetic third race. Hannah Chapman continued her recent run of good form and sprinted into the lead, but Tanner snuck past after Chapman went wide

at the chicane on the second lap.

Thirlwall spun at Scotsman while embroiled in a battle for fifth, though his stress was somewhat eased when Tanner's car ground to a halt from the lead with a suspected gearbox issue.

Mortimer was the beneficiary and he held on for a win from Chapman, who scored her best result to date with second. Despite Mortimer's win, Thirlwall's eighth was enough to put the title just out of reach.

## CROFT: BRSCC BY GRAHAM READ

SEPTEMBER 12/13

Photos: Rob Chambers

Richard Stylin completed a trio of Porsche victories in style at Croft. The Boxster driver always had the first race under control as he led Richard Avery to the chequered flag and Adam Southgate made third place his own.

The following day Stylin again headed Avery and Southgate in a contest that featured an early safety car when Garry Lawrence's Boxster hit trouble at Clervaux. Southgate was later excluded for a driving standards infringement.

Stylin dominated the final encounter as Lawrence held off Avery for second place. Two class wins and a second for Adam Croft were sufficient to make him this year's 924 champion.

The highlight of the opening **MX-5 SuperCup** event was the lead battle between Johnathan 'JJ' Clements and championship leader Alan Henderson, who had won both previous rounds at Oulton Park. Henderson moved ahead of his rival as the race neared its conclusion.

Henderson led Clements and Jonathan Greensmith throughout the second race too, with Liam

Murphy getting the better of last year's champion Abbie Eaton for fourth. Henderson then made it three out of three, again ahead of Clements.

With five victories this season before Croft, **Alfa Romeo** points leader Graham Seager was always the one to beat. He had race one under control in his GTV, while Clive Hodgkin, James Nicholls and Bryan Shrubbs battled to complete the top quartet. Next time out Alfa stalwart Shrubbs finally got the better of Seager at Tower to win.

In the opening **Northern Saloon and Sportscar** encounter, Danny Kennan (MK Indy RR) headed Peter Cook (Mitsubishi E9), with Mike Cutt completing the podium trio in his BMW M3. The following day Kennan made the early pace before Cook swept ahead at the Jim Clark Esses, only to suffer a smoky retirement soon after. This left invitation class driver Kennan to win again, while series regulars Cutt and Andrew Morrison battled hard behind.

Brian Chandler, fifth in the **MX-5 championship** pre-Croft after a troubled event at Oulton Park, this time had a weekend to

remember. He held off Simon Goddard to win the opening wet race for the quicker MX-5s. Chandler was in total control the following day in dry conditions, as Sam Smith was untroubled in second. Chandler then completed his hat-trick, again cruising to victory ahead of Smith.

In the first contest for the slower cars Roger Chesneau seemed set to win until Andrew Caird moved ahead. In race two Michael Fisk just held off Paul Bishop, leaving Richard Collins to win a multi-car scrap for third well to the rear of the front pair. John Cockburn-Evans led Tim Penton home in an entertaining if at times combative third encounter.

The **Irish Global Lights** grids might have been small, but they provided plenty of action. First time out Peter Drennan led Conor May and Ivor Miller to the line. In the second race Richard Finlay outfoxed Drennan and Mark Braden after a tremendous battle.

In their final event Drennan made the early pace before Finlay hit the front at Tower, only to rotate at the Hairpin. Drennan and Braden then had a brilliant fight for the spoils from which Braden emerged on top, with Finlay recovering to third.

## RESULTS

**Porsches (11 laps)** 1 Richard Stylin (Boxster) 19m46.940s (70.89mph); 2 Richard Avery (Boxster) +1.818s; 3 Adam Southgate (Boxster S 986); 4 Garry Lawrence (Boxster); 5 Ed Hayes (Boxster); 6 Philip Grayson (Boxster). Class winner Adam Croft (924). Fastest lap Avery 1m44.649s (73.10mph). Pole Stylin. Starters 13. **Race two (11 laps)** 1 Stylin 20m58.479s (66.86mph); 2 Avery +1.942s; 3 Angus Archer (Boxster); 4 Hayes; 5 Nizar El-Chamaa (924); 6 Croft. CW El-Chamaa. FL Stylin 1m36.302s (79.43mph). P Stylin. S 13. **Race three (13 laps)** 1 Stylin 21m22.883s (77.52mph); 2 Lawrence +3.403s; 3 Avery; 4 Nick Hull (Boxster 987); 5 Archer; 6 Southgate. CW Croft. FL Stylin 1m36.752s (79.06mph). P Hayes. S 13.

**Mazda MX-5 SuperCup (12 laps)** 1 Alan Henderson 20m32.827s (74.46mph); 2 Johnathan JJ Clements +0.816s; 3 Jonathan Greensmith; 4 Paul Sheard; 5 Abbie Eaton; 6 Liam Murphy. FL Henderson 1m40.559s (76.07mph). P Clements. S 17. **Race two (12 laps)** 1 Henderson 19m53.070s (76.94mph); 2 Clements +0.493s; 3 Greensmith; 4 Murphy; 5 Eaton; 6 Sheard. FL Henderson 1m38.630s (77.56mph). P Henderson. S 17. **Race three (12 laps)** 1 Henderson 19m49.934s (77.14mph); 2 Clements +13.516s; 3 Murphy; 4 Greensmith; 5 Eaton; 6 Jack Harding. FL Henderson 1m38.264s (77.85mph). P Henderson. S 17.

**Alfa Romeo (10 laps)** 1 Graham Seager (GTV) 20m31.660s (62.11mph); 2 Clive Hodgkin (156 GTA) +6.679s; 3 James Nicholls (147); 4 Bryan Shrubbs (33 1.9 16v); 5 Paul Plant (156); 6 Simon Cresswell (156). CW Hodgkin; Plant. FL Shrubbs 1m37.981s (78.07mph). P Roger McMahon (147 Cup Car). S 21. **Race two (13 laps)** 1 Shrubbs 21m24.839s (77.40mph); 2 Seager +3.660s; 3 Nicholls; 4 McMahon; 5 Hodgkin; 6 Plant. CW Hodgkin; Plant. FL Shrubbs 1m36.427s (79.33mph). P Seager. S 20.

**Northern Saloon & Sportscars (10 laps)** 1 Danny Kennan (MK Indy RR) 16m31.204s (77.17mph); 2 Peter Cook (Mitsubishi E9) +1.261s; 3 Mike Cutt (BMW M3); 4 Andrew Morrison (SEAT Leon Cupra); 5 Kirk Armitage (BMW M3); 6 Neil Claxton (Suzuki SC 100). CW Armitage; Claxton; Antony Wilson (Austin Metro); David Cox (Peugeot 205GT); Daniel McKay (Ford Fiesta RS 1600); Ian Humphries (VW Beetle RS); Mark Leybourne (Westfield FW); Neil Finnighan (Caterham). FL Armitage 1m36.847s (78.99mph). P Cutt. S 29.

**Race two (11 laps)** 1 Kennan 16m54.472s (82.95mph); 2 Cutt +3.942s; 3 Morrison; 4 Andrew Wilson (Holden Monaro); 5 Neil Gregory (Lotus S1 Exige); 6 Armitage. CW Armitage; Claxton; Antony Wilson; Leybourne; David Botterill (Porsche 944 Turbo); Cox; Finnighan; McKay. FL Cook 1m30.486s (84.54mph). P Cutt. S 29.

**Mazda MX-5 Race 1A (9 laps)** 1 Brian Chandler 19m53.508s (57.69mph); 2 Simon Goddard +0.359s; 3 Euan Milne; 4 Sam Smith; 5 Simon Baldwin; 6 Martin Tolley. FL Goddard 1m54.344s (66.90mph). P Chandler. S 22. **Race 1B (9 laps)** 1 Andrew Caird

## RESULTS

**Scottish Minis (8 laps)** 1 Kenneth Thirlwall 8m34.578s (70.91mph); 2 Joe Tanner +0.070s; 3 Kyle Reid; 4 Paul Bell; 5 Oliver Mortimer; 6 Hannah Chapman. Fastest lap Thirlwall 1m03.112s (72.27mph). Pole Mortimer. Starters 21. **Race two (6 laps)** 1 Thirlwall 6m53.377s (66.20mph); 2 Mortimer +0.427s; 3 Tanner; 4 Reid; 5 Lewis Carter; 6 Bell. FL Tanner 1m07.448s (67.62mph). P Thirlwall. S 21. **Race three (8 laps)** 1 Mortimer 9m09.662s (66.38mph); 2 Chapman +4.032s; 3 Reid; 4 Carter; 5 Morgan Murray; 6 Bell. FL Mortimer 1m06.962s (68.11mph). P Murray. S 21.

**Scottish and BRSCC FF1600 (10 laps)** 1 Adam Mackay (Ray GR14) 10m13.442 (74.35mph); 2 Patrick Dussault (Ray GR14) +1.837s; 3 Jonathan McMullan (Van Diemen LA10); 4 Neil MacLennan (Ray GR08); 5 David MacArthur (Van Diemen LA10); 6 Jordan Gronkowski (Van Diemen J1012K). Class winners Jamie Jardine (Reynard FF84); Matthew Chisholm (Van Diemen RF92). FL McMullan 1m00.144s (75.83mph). P Mackay. S 25. **Race two (10 laps)** 1 Mackay 10m28.554s (72.56mph); 2 Dussault +2.440s; 3 McMullan; 4 MacLennan; 5 Thomas Cappezone (Swift SC10); 6 Tom MacArthur (Van Diemen LA10). CW Jardine; Chisholm. FL McMullan 1m01.708s (73.91mph). P Mackay. S 25. **Race three (10 laps)** 1 Mackay 10m31.959s (71.17mph); 2 MacLennan +2.436s; 3 Jamie Thorburn (Ray GR15); 4 Sebastian Melrose (Ray GR14); 5 Gronkowski; 6 Chisholm. CW Chisholm. FL Mackay 1m01.769s (73.84mph). P Mackay. S 15.

**Scottish Legends (7 laps)** 1 David Hunter 7m17.646s (72.95mph); 2 John Paterson +3.045s; 3 Alan Freeland; 4 Ivor Greenwood; 5 Ben Mason; 6 Warren Allan. FL Hunter 1m00.790s (75.03mph). P Greenwood. S 15. **Race two (7 laps)** 1 Paterson 8m11.517s (64.95mph); 2 Hunter +5.023s; 3 Mason; 4 Steven McGill; 5 Freeland; 6 Allan. FL Paterson 1m08.057s (67.02mph). P Scott Hynds. S 15. **Final (10 laps)** 1 Hunter 14m34.919s (57.34mph); 2 Paterson +4.315s; 3 Mason; 4 Stewart Black; 5 McGill; 6 Andrew Dunn. FL Paterson 1m07.972s (67.10mph). P Black. S 14.

**Scottish Classics (8 laps)** 1 Shonny Paterson (Triumph TR8) 10m52.514s (62.907mph); 2 Stan Bernard (Porsche 911) +0.675s; 3 Harry Simpson (Ginetta G4R); 4 Keiron Baillie (Lotus 7); 5 Jimmy Crow (Ford Escort); 6 John Kimmond (Triumph TR8). CW Bernard; Simpson; Baillie; Crow. FL Baillie 1m04.726s (70.47mph). P Baillie. S 9. **Race two (10 laps)** 1 Paterson 11.15.372s (67.531mph); 2 Bernard +2.942s; 3 Baillie; 4 Simpson; 5 Crow; 6 Kimmond. CW Bernard; Baillie; Crow; Howard Gordon (MG Midget). FL Paterson 1m07.383s (67.531mph). P Paterson. S 10.

**BMW Compact Cup (10 laps)** 1 Steven Dailly 16m38.368s (59.33mph); 2 Gary Clark +1.815s; 3 Greig Sutherland; 4 Andrew Winchester; 5 David McNaughton; 6 Cliff Harper. FL Dailly 1m03.835s (71.45mph). P Clark. S 31.

**Race two (10 laps)** 1 Dailly 11m34.596s (65.66mph); 2 Clark +1.860s; 3 Winchester; 4 Sutherland; 5 Harper; 6 Calum King. FL Sutherland 1m08.105s (66.97mph). P Dailly. S 30.

Stylin won all three Croft Porsche races



## NATIONAL HOT RODS HIT HEDNESFORD



# ALAN MANN RACING

Photos: LAT and Paul Lawrence

Fifty years after it was first successful, Alan Mann Racing is now at the forefront of historic touring car competition. By **Paul Lawrence**

## MANN FOR THE JOB



Gardner leads Peter Arundell in 1968 Mann Ford Escorts



Mann scored big success quickly

**F**ew colour schemes are inextricably linked to a particular racing team, but red with gold is instantly recognised as Alan Mann Racing.

Although the team founder died in 2012, his memory lives on in historic racing thanks to his sons Henry and Tom.

Back in the late 1950s, Alan Mann was a decent club racer and, after a motor trade apprenticeship, ran Wayside Garage near Gatwick in partnership with his friend and fellow racer Roy Pierpoint. In 1962, Mann joined a Ford dealership on the south coast and started a racing operation with a Lotus Cortina for Jimmy Blumer.

Success with that project led to an invitation from Ford to run a car in the Marlboro 12-hour in Maryland in August 1963 and that US performance, when the Cortinas beat the bigger-engined Falcons for overall success, impressed Ford bosses so much that doors immediately opened.

The chance to run factory-backed Fords was a huge opportunity and, at the age of 27, Mann seized the chance and created Alan Mann Racing for the 1964 season. Success was instant as Bo Ljungfeldt set the pace on the Monte Carlo Rally in a Falcon, but lost overall victory to Paddy Hopkirk's Mini on the handicap system.

The next six years went by in a whirlwind as the team built, prepared and raced Lotus Cortinas, Falcons, Escorts, Mustangs, Shelby Cobras and GT40s. An early highlight was John Whitmore's 1600cc success in the 1965 European Touring Car Championship. Not only a class pacesetter, the Lotus Cortina won six races outright, while Ljungfeldt and Jacky Ickx also took victories in Alan Mann Mustangs.

Back home, the Alan Mann brand became synonymous with success in saloon and touring car racing and won its first British Touring Car Championship (then known as the British Saloon Car Championship) in 1965 with a Mustang for Mann's old mate Pierpoint.

By now, the touring cars were running in the team colours of red and gold, and the livery was Mann's idea. "They were at the Nurburgring 6 Hours in 1964 running Cortinas and there were so many white and green cars he couldn't tell which was his," says Henry. "So he decided to have a different colour scheme. Ford only offered bodyshells in white or red at the time, so he went for red and then added the gold."

For two seasons Mann and extrovert Australian Frank Gardner set the mark in the BTCC. In 1967, Gardner won the overall crown in a Falcon and a year later he repeated the result, starting with a Lotus Cortina and switching mid-season to the all-new Ford Escort Mk1.

Fresh from the production line, five Escorts were sent to Mann for the 1968 season for use in the British and European championships. The British series ran to Group 5 regulations, which allowed Mann to fit the cars with 1600cc 210bhp Cosworth FVA engines as used in Formula 2.

Back then, the championship was a class-based competition and the Ford/Mann/Gardner alliance took full advantage. Gardner's red and gold Escort was registered X00 349F and that car is now back in the Mann stable, along with an

original Lotus Cortina.

In 1969, Gardner finished behind Alec Poole's Mini in the standings, but Alan Mann Racing was about to close its doors.

Following a change in sportscar regulations, Mann's team had designed and built the sensational Cosworth DFV-powered Ford F3L prototype for 1968. It was fast but fragile and never achieved the results to match its potential. Policy changes at Ford in 1969 moved the racing programme away from satellite teams and prompted Mann to withdraw from the sport.

In just six seasons, Alan Mann Racing had scored an amazing range of successes, including victory in the over two-litre division of the International Championship for GT Manufacturers with the Shelby Cobra Daytona Coupe. Mann was also heavily involved in the development of the Ford GT40.

After making such a mark on a global scale, and working with drivers like Graham Hill and Jackie Stewart, Mann turned his back on motorsport and concentrated on an aviation business.

"Dad moved away from sport for 30 years and got into aviation with an engineering business," explains Henry. "During testing with the GT40 at Daytona in 1965 they had so many failures that he had enough spare time to learn to fly. So he took over the grass airfield at Fairoaks in Surrey."

There was still a small link with racing, however, as Gardner's Chevrolet Camaro was run from a workshop on the site in the early 1970s.

It was not until 10 years ago that Mann's interest in racing was finally rekindled.

"I was in my early teens and he was invited to a Silverstone event and realised that a lot of his old friends were still there and racing the type of cars he really made his name with," says Henry. "Then a friend of his bought a Mustang to take into historic rallying and he got really back into racing."

"My dad found it a great pleasure to see his old friends and drive his old cars. It was the passion of his later years."

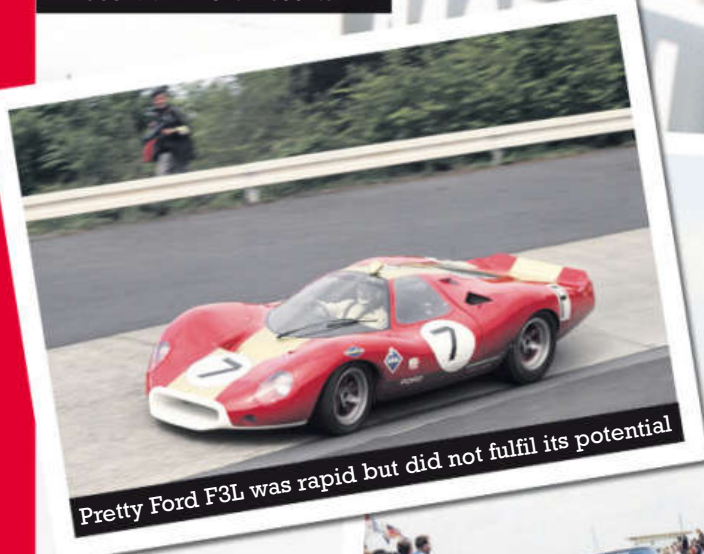
For nearly a decade, the revived Alan Mann Racing concentrated on building and preparing period touring cars first for Alan himself and then for his young son Henry, who started racing in 2005. Of course, the Lotus Cortinas and Ford Mustangs were finished in the famous red and gold livery and enjoyed plenty of success in historic competition.

"When he died we were faced with the choice of continuing with the team or folding it up and my brother and I decided to try and continue it and keep the name alive," says Henry. "We have taken on some customer cars and some of the original team members are still around and helping us. I work full-time on the team and we're bringing it back to life as a business with customer cars."

It should mean the famous colours will be around for many more years to come. ■



Mann Jr campaigns Mustang in historic



Pretty Ford F3L was rapid but did not fulfil its potential



Mann was involved with Shelby Cobra Coupe success



Whitmore and Mann Cortina took 1965 ETCC crown



# GOODWOOD REVIVAL REPORT

Tight battles, late drama and great performances were the order of the day. By **Kevin Turner**

## RESULTS



Middlehurst won again in Lotus 25

**St Mary's Trophy: Production Saloon Cars 1960-'66 (17+17 laps)**  
1 Tom Kristensen/Henry Mann (Ford Fairlane Thunderbolt) 52m38.746s (92.99mph); 2 Gordon Shedden/Matt Neal (Ford Lotus Cortina) +4.948s; 3 Andrew and Mike Jordan (Ford Lotus Cortina); 4 Frank Stippler/Alex Furiani (Alfa Romeo Giulia Sprint GTA); 5 Jackie Oliver/Richard Shaw (BMW 1800 TISA); 6 Karun Chandhok/Nick Swift (Morris Mini Cooper S). **Saturday** 1 Kristensen 26m10.721s (93.51mph); 2 Shedden +1.262s; 3 Stippler; 4 A. Jordan; 5 Andy Priaux (BMW 1800 TISA); 6 Oliver. Fastest lap Kristensen 1m30.502s (95.46mph). Pole Shedden. Starters 30.  
**Sunday** 1 Mann 28m28.024s (92.49mph); 2 Neal +3.686s; 3 M. Jordan; 4 Shaw; 5 Furiani; 6 Swift. FL Mann 1m32.049s (93.86mph). P Neal S 29.  
**RAC TT Celebration: Closed-cockpit GT cars 1960-'64 (41 laps)**  
1 Chris Ward/Gordon Shedden (Jaguar E-type) 1h00m05.585s (98.24mph); 2 Andrew Smith/Oliver Bryant (AC Cobra) +14.624s; 3 Michael Squire/Frank Stippler (AC Cobra); 4 Joe Twyman/James Cottingham (AC Cobra); 5 Fred Wakeman/Tom Kristensen (Lister-Jaguar Coupe); 6 Ludovic Caron/Anthony Reid (Shelby Cobra); 7 Joaquin Folch/Martin Stretton (Jaguar E-type I/II); 8 Gregor Fisker/Bobby Verdon-Roe (Jaguar E-type FHC); 9 Arie Luyendyk/Rob Hall (AC Cobra); 10 Craig Davies/Robb Gravett (Chevrolet Corvette Sting Ray). FL Ward 1m25.577s (100.96mph). P Stippler. S 28.  
**Sussex Trophy: World Championship and Production Sports Racing Cars 1955-'60 (18 laps)** 1 Bobby Verdon-Roe (Ferrari 246S Dino) 28m08.401s (99.15mph); 2 Chris Ward (Lister-Jaguar Costin) +3.525s; 3 Sam Hancock (Lister-Jaguar Knobbly); 4 Andy Newall (Aston Martin DBR2); 5 Marino Franchitti (Maserati T61 Birdcage); 6 James Cottingham (Tojeiro-Jaguar). FL Ward 1m25.490s (101.06mph). P Verdon-Roe. S 26.  
**Brooklands Trophy: Sports Cars in the Spirit of Brooklands Endurance Races (12 laps)** 1 Neil Twyman (Alfa Romeo 8C 2600 Monza 'Muleto') 23m30.047s (73.52mph); 2 Gareth Burnett (Talbot AV105) +1.388s; 3 Patrick Blakeney-Edwards (Frazer Nash Saloon 'The Owl'); 4 Duncan Ricketts (Maserati Tipo 26M); 5 Albert Otten (BMW 328); 6 Mark Gillies (Aston Martin Brooklands). FL Burnett 1m45.704s (81.73mph). P Burnett. S 30.  
**Richmond and Gordon Trophies: 2.5-litre GP Cars 1954-'60 (14 laps)** 1 Rod Jolley (Cooper-Climax T45/51) 20m41.616s (97.42mph); 2 Gary Pearson (BRM Type 25) +7.824s; 3 Joe Twyman (Cooper-Climax T45/51); 4 Tony Wood (TecMec-Maserati F415); 5 Gregor Fisker (Maserati 250F); 6 John Chisholm (Lotus-Climax 18). FL Jolley 1m26.373s (100.03mph). P Julian Bronson (Scarab-Offenhauser). S 26.  
**Glover Trophy: 1.5-litre GP Cars 1961-'65 (14 laps)** 1 Andy Middlehurst (Lotus-Climax 25) 20m03.39s (100.51mph); 2 James King (Brahman-Climax BT7) +5.176s; 3 Andrew Beaumont (Lotus-Climax 24); 4 Miles Griffiths (Lotus-BRM 24); 5 Sid Hoole (Cooper-Climax T66); 6 Dan Collins (Lotus-Climax 21). FL Martin Stretton (Lotus-BRM 24) 1m24.062s (102.78mph). P Stretton. S 29.  
**Lavant Cup: Drum-braked Ferrari Sports Prototypes of the 1950s (13 laps)** 1 James Cottingham (500 TRC) 21m00.826s (89.08mph); 2 Carlos Monteverde (750 Monza) +26.331s; 3 Max Girardo (250 GT Tour de France); 4 Emanuele Pirro (500 TRC); 5 Joe Macari (500 TRC); 6 Christian Traber (250 GT Europa). FL Cottingham 1m33.576s (91.93mph). P Cottingham. S 23.  
**Goodwood Trophy: GP Cars and Voiturettes to 1951 (13 laps)** 1 Mark Gillies (ERA R3A) 20m17.199s (92.27mph); 2 Calum Lockie (Maserati 6CM) +15.447s; 3 Nick Topless (ERA R4A); 4 Michael Gans (ERA R1B); 5 David Morris (ERA R11B); 6 Tom Dark (Bugatti T33C). FL Gillies 1m31.348s (94.50mph). P Lockie. S 29.  
**Forwarder Trophy: Production Sports and GT Cars 1948-'54 (12 laps)** 1 John Young (Jaguar XK120) 20m32.587s (94.10mph); 2 Chris Harris (Porsche 356) +10.072s; 3 Philip Champion (Frazer Nash Mille Miglia); 4 Robin Ellis (Lotus 6); 5 Nick Finburgh (Jaguar XK120); 6 Christian Traber (Fiat 8V Zagato). FL Champion 1m40.499s (85.97mph). P Young. S 29.  
**Whitsun Trophy: Unlimited Sports Prototypes to 1966 (11 laps)** 1 Nick Padmore (Lola-Chevrolet T70 Mk2) 19m25.302s (81.55mph); 2 Oliver Bryant (Lola-Chevrolet T70 Mk2) +0.963s; 3 Jay Esterer (Chinook-Chevrolet Mk2); 4 Pedro Macedo Silva (Lola-Chevrolet T70 Mk2); 5 Chris Drake (McLaren-Chevrolet M1B); 6 Laurie Bennett (McLaren-Chevrolet M1B). FL Padmore 1m21.164s (106.45mph). P Padmore. S 28.  
**Freddie March Memorial Trophy: Sports Racing Cars in the Spirit of the Goodwood 9 Hour Races, 1952-'55 (52 laps)** 1 Derek Hood/Chris Ward (Cooper-Jaguar T33) 1h30m59.338s (82.29mph); 2 Will Nuthall/Tony Wood (RGS Atalanta-Jaguar) +1 lap; 3 Katarina Kyvalova/Phil Keen (Cooper-Jaguar T33); 4 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB3S); 5 Karsten Le Blanc/Nigel Greensall (Austin-Healey 100S); 6 Malcolm Harrison/Patrick Watts (Cooper-Bristol T25); 7 'Spide' Milligan/Jarrah Venables (HWM-Jaguar); 8 Steve Boulbee Brooks/Andrew Smith (Aston Martin DB3S); 9 Ben Cussons/Martin Hunt (Jaguar C-type); 10 Andrew Hall/Patrick Blakeney-Edwards (Frazer Nash Le Mans Replica). FL Ward 1m30.208s (95.77mph). P Ward. S 29.  
**Earl of March Trophy: 500cc F3 Cars 1948-'59 (10 laps)** 1 Pater de la Roche (Cooper-Norton Mk5); 2 David Woodhouse (Cooper-Norton Mk9) +3.081s; 3 Gordon Russell (Mackson-Norton); 4 Sam Wilson (Kieft-Norton CK52); 5 Nigel Ashman (Cooper-Norton Mk11); 6 Darrell Woods (Starider-JAP Mk3). FL de la Roche 1m44.249s (82.87mph). P George Shackleton (Cooper-Norton Mk11). S 28.



Twyman celebrates Alfa 8C win

**T**om Kristensen's burn from the stern and a top quality three-way lead fight made the first **St Mary's** contest one of the standout races at the 18th Goodwood Revival.

Practice problems meant the Le Mans legend failed to set a time in Alan Mann Racing's newly restored Ford Fairlane Thunderbolt, forcing Kristensen to start on the back row of the 30-car field for 1960-'66 tin-tops. Using the grass to overtake cars at the start made Kristensen's intentions clear and he had risen to 12th at the end of lap one.

Up at the front, Andrew Jordan had jumped into the lead in his freshly built Ford Lotus Cortina, but a points issue meant he was down on power. Poleman Gordon Shedden thus slipstreamed past on the Lavant Straight on lap two in Team Dynamics' Cortina.

Right with them was GT ace Frank Stippler's Alfa Romeo GTA and he soon took second before pulling off an audacious outside move at Woodcote to deprive Shedden of the lead. The three put on a virtuoso display of on-the-limit, wheel-to-wheel driving, with Stippler holding off Shedden.

All the time, Kristensen was using the Thunderbolt's V8 power to slice through the field. He passed Jochen Mass (soon to retire in the best of the Ford Galaxies) for fourth on lap six and started reducing the 10-second gap to the leaders.

The American machine arrived on Jordan's tail with just over five minutes to go. Kristensen blew by the red Cortina on Lavant Straight, then overcame Shedden on the start/finish drag. The Dane completed his recovery drive by blasting by Stippler with less than three laps to go.

The opportunistic Shedden put his Cortina into the gap created by the Thunderbolt to snatch second. He gave game chase to Kristensen but simply did not have enough firepower.

Stippler's attempt to repeat his Woodcote move on Shedden resulted in the Alfa going onto the grass and briefly losing third, but he was able to repass Jordan down the Lavant Straight on the penultimate tour.

Kristensen's co-driver Henry Mann underlined the pace of the V8 on Sunday. He overcame poleman and fast-starter Matt Neal (in for Shedden) to drive away to a comfortable victory, easily securing the aggregate honours.

With engine and set-up improved, the Jordan Cortina – now driven by father Mike – performed better and he shadowed Neal throughout. A mistake from the triple BTCC champion was not forthcoming, however, Jordan Sr having to be content with third – and the final step on the aggregate podium.

Behind Richard Shaw's BMW in fourth, Alex Furiani narrowly held off

the spectacular Mini Cooper antics of Nick Swift in the Stippler Alfa.

Chris Ward earned the Driver of the Weekend award after taking two of Goodwood's biggest prizes. Having already won the Freddie March Memorial on Friday (*see right*), Ward quickly made up for a "shoddy start" in the **RAC TT Celebration**. After briefly dropping to fourth in the Jaguar E-type he shared with Shedden, Ward soon recovered to second. He then closed down the small advantage of early leader Andrew Smith's AC Cobra.

Ward went round the outside of the V8 at Woodcote on lap five and built a lead of over 7s before pitting. The handover to Shedden was rapid and the BTCC points leader maintained the 14s advantage he inherited over Smith's co-driver Oliver Bryant.

The fight for third was closer. Michael Squire had gradually dropped back to fifth in the Cobra Stippler had put on pole and their pitstop wasn't the best. But Stippler closed on a fine three-way battle involving Chris Beighton (Sunbeam Lister Tiger), Anthony Reid (in Ludovic Caron's Cobra) and the Cobra of James Cottingham. The German took Cottingham to secure third with around 20 minutes to go, but found the green V8 a tough car to shake off.

Kristensen again starred. Driving Fred Wakeman's Lister-Jaguar Coupe, which had been suffering from clutch issues, the former Audi star was one of the quickest drivers (along with Shedden, Bryant, Stippler and Giedo van der Garde) on track in the second half of the race. He was rewarded with fifth when he overtook Reid in the closing moments.

Ward could have added to his enduro double in the **Sussex Trophy** for 1950s sportscars. His Lister-Jaguar overcame Marino Franchitti's Maserati Birdcage, which had been quick out of the blocks, and only poleman Bobby Verdon-Roe seemed near his pace. But then transmission problems intervened: "The only gear I could get was fourth."

Ward waved Verdon-Roe's Ferrari 246S Dino by and, although he briefly grabbed the lead back, the Lister was fighting a losing battle. Verdon-Roe survived two grassy moments – one trying to repass Ward – to win, while Sam Hancock's oversteering Lister bested Andrew Newall's enthusiastically driven Aston Martin DBR2 and Franchitti to complete the last podium of the weekend.

With a pole margin of four seconds, Gareth Burnett should have been an easy winner of the **Brooklands Trophy** for pre-war endurance racers. Events transpired, however, to allow Neil Twyman to snatch his first Goodwood victory.

Josef Otto Rettenmaier's Maserati made the best getaway of the front row men, while Patrick Blakeney-Edwards



had a brief moment on the grass at Madgwick in the impudent Frazer Nash 'Owlet' saloon. The Maserati soon wilted, leaving Duncan Ricketts' Maser ahead during a safety car period.

Twyman's Alfa Romeo passed Burnett for second at the restart, just as Ricketts spun at Madgwick, delaying Twyman and Burnett's Talbot, and briefly putting the recovering Blakeney-Edwards in front.

The bigger cars soon overcame the saloon and when Burnett dived by Twyman into Lavant Corner the race looked over: The Talbot was struggling on five cylinders, though, and the Alfa came back by on the Lavant Straight. Despite Burnett's best efforts, Twyman held on thereafter.

The front-engined cars of Julian Bronson (Scarab) and Gary Pearson (BRM) sandwiched the mid-engined Cooper of Rod Jolley on the front row for the **Richmond and Gordon** 1950s GP car contest, but none led into the first corner: Joe Twyman's Cooper got the jump to head the field briefly before Bronson optimistically attacked the Cooper for the lead on the outside of Woodcote. Bronson somehow managed to make it stick despite touching the grass, but engine issues forced him out.

Jolley had already taken the lead and Roger Wills now became his closest challenger: That was until the Lotus 16 tried to pass Jolley and backmarker Tom Bailey in one go at the chicane. The result was two broken cars. "I saw it coming," said Jolley, after taking to the

grass and keeping Pearson at arm's length for the rest of the race to win.

A gearbox failure in practice and pace of Martin Stretton's Lotus-BRM suggested Andy Middlehurst might find it tricky to make it five consecutive **Glover Trophy** successes. But Clark Team Lotus, with ex-Jim Clark engineer Bob Dance assisting, fixed the Lotus 25 and it was Stretton who hit trouble.

Stretton was as quick as Middlehurst but only on every other lap. Inbetween he was struggling with a gear linkage problem. He suffered a spin and finished retired. "I was expecting to have a race-long tussle with Martin," admitted the victor.

Attention thus focused on the fight for second, with James King's Brabham BT7 narrowly holding off Andrew Beaumont's Lotus 24 after Nick Ferri spun his Lotus 25 into the Lavant grass on the opening lap.

An impressive array of drum-braked Ferraris gathered for a new version of the **Lavant Cup** and James Cottingham and Carlos Monteverde qualified well clear of the field. Monteverde's 750 Monza made the better start, but it was deemed too rapid and he was handed a 10s penalty. That didn't stop him battling with Cottingham's 500 TRC. Monteverde did most of the leading.

At one stage he edged away, only for Cottingham to reel him in again in closing stages. As Cottingham tried to take the lead on the road, he clipped the rear of the Monza at Woodcote,



Shedden/Ward defeated the Cobra hordes in JD Classics' Jag E-type



**'Shedden maintained Ward's advantage'**  
Jag duo win RAC TT enduro, below



# P STARS IE SHOW

Photos: LAT and Gary Hawkins



TK celebrates in appropriate style



Stippler leads, but Kristensen (left) is about to pounce



Lockie started from pole but couldn't hold back the green Gillies ERA

sending Monteverde into a spin. Such was their advantage that Monteverde still finished second.

Mark Gillies overturned Calum Lockie's qualifying advantage to win the **Goodwood Trophy** for GP and Voiturette cars of the 1930-1950 era. Nick Topliss made a great start to lead in ERA R4A and Lockie made a small error trying to pass him, allowing Gillies to take ERA R3A into second. Both then overtook Topliss, but Lockie's Maserati 6CM never had quite enough pace to challenge Gillies. He dedicated the win to his father, who passed away last week.

Similarly dominant was John Young's Jaguar XK120 in the **Fordwater Trophy**. Chris Harris out-accelerated the Big Cat in his Porsche 356, but 1500cc was no match for 3.4 litres and Young was ahead before the end of lap one. Behind Harris, Philip Champion

topped a titanic three-car battle for third by setting fastest lap on the final tour.

Outright lap record holder Nick Padmore's **Whitsun Trophy** chances were improved when the poleman's closest rival Chris Goodwin non-started, engine problems having befallen his McLaren M1B. Padmore built up a 3.8s cushion before Oliver Bryant (first time out in Julien McCall's Lola T70) finally breached Pedro Macedo Silva's defences.

A safety car – brought out when Tony Sinclair dinged the wall at St Mary's – allowed Bryant a chance of victory, but Padmore's T70 was still in command when Shaun Lynn's Ford GT40 crashed at Madgwick and brought the Can-Am contest to a premature end. The entertaining Jay Esterer, struggling with oil on his visor, joined them on the podium after passing Macedo Silva at St Mary's just before Lynn's off. ■

## Jaguar power wins out in sportscar encounter

Sixty years after Peter Walker and Dennis Poore completed Aston Martin's hat-trick of victories in Goodwood's third and final 9 Hour sportscar race, three sister DB3Ss graced the Revival's retrospective, but Jaguar-powered cars ruled the roost.

Fast C and D-types failed in period, as did three potent Ferrari 750 Monzas in '55, but XK-engined Cooper T33s and Richard Shattuck's curious RGS Atalanta brainchild proved ideally suited to the Revival's 90-minute 'sprint' to dusk, outrunning allcomers in Friday evening's evocative event-opener.

Will Nuthall built an 11-second lead in the befinned RGS, but a safety car – called when Chris Mann reshaped the nose of his gorgeous Alfa Romeo Disco Volante when he spun at St Mary's – brought Ludovic Lindsay (Cunningham C4R replica) and Derek Hood's ex-Peter Whitehead/Cyril Wick Cooper-Jaguar back onto its tail.

JD Classics boss Hood, driving with increased confidence in strong company, held off a train comprising 'Spike' Milligan's HWM-Jaguar, Wolfgang Friedrichs' DB3S, Karsten Le Blanc's Austin-Healey 100S, Ben Cussons' C-type and Malcolm Harrison's full-bodied Cooper-Bristol T25 before relaying polesetter Chris Ward as the pitstop window opened. Ward's pace thereafter – fastest lap by over

## FREDDIE MARCH MEMORIAL TROPHY



Hood/Ward Cooper-Jaguar was on pole and won comfortably

three seconds – meant victory was never in doubt as the Cooper-Jaguar lapped the field.

Also in pronto was Katarina Kyvalova, who had kept the ex-Bertie Bradnack T33 (17th in '55) in the hunt, with modern GT ace Phil Keen the trump card up her sleeve. A sharp rainstorm made the going treacherous for a while, mid-race, even Ward and Tony Wood having excursions at St Mary's.

Prospects of a Cooper-Jaguar 1-2, per official practice, grew as

Keen passed Simon Hadfield in the Friedrichs Aston. The partnership of Nuthall and Wood in the RGS was too well-balanced though. Keen closed to within 20 seconds before settling for third, to Kyvalova's unbridled joy.

Hadfield, Nigel Greensall (in Le Blanc's Healey) and Patrick Watts in Harrison's Cooper-Bristol completed the top six as the spectating throng cheered the 24 survivors home.

Marcus Pye

## EARL OF MARCH TROPHY



De la Roche waits for his moment in lead tussle

## Youngster keeps his nerve to take last-gasp 500cc Formula 3 honours

"Chaos is our middle name," said Gordon Russell after finishing third in the Earl of March Trophy for 500cc Formula 3 cars and it was hard to argue. There was drama and excitement throughout the 12-lapper, which was won in spectacular style in the final few yards by teenaged rookie Peter de la Roche.

Nigel Ashman left the line better than the similar Cooper of poleman George Shackleton and the duo were soon slipstreaming past each other. De la Roche and Sam Wilson's Kieft joined them as the top four pulled away from the field, though former Revival race winner Wilson appeared to be

struggling with gear changes.

Ashman had just taken the lead when a nasty crash at the chicane – fortunately without serious injury – brought out the safety car with five minutes to go. With time about to run out, organisers added three minutes to the race time, enough for two laps. And what a two laps they were.

Wilson dived by de la Roche for third into the Lavant right-hander, while Shackleton went round the outside of Ashman at Woodcote to snatch the lead. As Wilson tried to follow at the chicane, Ashman spun. Wilson then dropped the Kieft at St Mary's on the final lap.

That left de la Roche chasing Shackleton and the youngster – having showed more patience and maturity than his more experienced rivals – now made his move, teetering around the outside of Shackleton at Woodcote.

Shackleton's only chance was to get a better run out of the chicane, but he carried too much speed on the exit, got into a tank-slapper and crashed into the pitwall. The Cooper bounced back across the track and only narrowly missed the sister car of David Woodhouse, who had come out on top of a close battle for what had been fifth. Behind Russell in third came the recovering Wilson and Ashman.



# RALLY AUSTRALIA REPORT



BY DAVID  
EVANS

## How the Frenchman fought back from a tough start to climb to the top of the world

**S**unday night, Sebastien Ogier settles back into the comfort of the right end of an Emirates Airbus A380. A day later and it's not about the money. A surreal 24 hours has taken him from two to three world titles in Australia to Jessie J and her *Price Tag* in Frankfurt.

Commitments to get the newly crowned champions back to Germany for its all-important motorshow might have stood in the way of the team's celebrations, but there's no doubt Ogier, his wife, co-driver Julien Ingrassia, team principal Jost Capito and communications chief Andre Dietzel would have found a small corner at 35,000 feet to raise a toast.

It was entirely fitting that Ogier celebrated so close to the stratosphere. His season has been nothing short of stratospheric – as is his inclusion into the sport's rarefied heights of those celebrating three titles: a club that includes three other titans of the sport in Sebastien Loeb, Tommi Makinen and Juha Kankkunen.

And the good news for Ogier is, there are still three more rallies for him to win.

Last week's Rally Australia was 2015 in microcosm. Before the start, he was chipper. He came to Sydney, a city he loves, chilled and chatted with confidence about what a third world title would mean.

Light cloud arrived when he travelled north for the recce he saw just how much gravel littered the roads around Coffs Harbour. That cloud darkened when a brightening weather forecast came to pass. There would be no rain to speak of. If he was going to do this, he was going to have to do it the hard way. He was going to have to do it on his own.

Nothing new there. Ogier and Ingrassia have led from the front since the start.

Booking the number 1s for next season in time for their flight north of the equator meant a win or second and a powerstage point if team-mate Jari-Matti Latvala won. To the outsider, doable didn't come close. Slam-dunk was just about right.

Ogier really wasn't so sure. "I know I always say this," said Ogier, "but this one is going to be very difficult. Nearly impossible."

Impossible is nothing to this boy. But his good mood and the pre-event cheer were gone one stage in. He was eighth. And would stay there for the next two. Yikes.

The topsy-turvy morning was completed with the news that it was Dani Sordo at the front. Ahead of the event, the Spaniard had been dropped from a top team for the second time in his career – the first time came five years ago when Ogier elbowed him aside at Citroen – but this time, Hyundai preferred Hayden Paddon to the one-time world rally winner.

For three stages, Sordo made hay from eighth on the road, before Kris Meeke moved into the lead in Newry Long, a stage that cleaned slightly less.

By lunchtime, Ogier was seething from a slightly improved sixth. His mood hadn't improved much more by the end of the opening day, when he'd elevated himself to third.

This was strange. The world title was waiting, but it was almost as though Ogier didn't care. He was being beaten on a rally and that simply wasn't good enough.

Having listened to the sweeping stories at lunchtime, there was a reluctance to raise the issue hours later when the Volkswagen arrived back in Coffs for Friday night service.

"We have to talk about it," said Ogier. "You don't want to ask; I don't want to talk, but this is the way it is. This is what it is."

Worse was to come in the shape of the monster, 31-mile Nambucca stage that dominated day two. In planet Earth's long list of very gravelly roads, this particular stretch of New South Wales, which winds its way in and out of the woods, is very high up.

Fortunately for Ogier, an overnight gearbox change cured what he'd felt was a slightly errant rear on his Polo R WRC. At least he would set about carving up the countryside with a sharp knife.

Tenth in, Paddon played to his strength and blitzed the morning's long and short stages.

That was it, though. Ogier's disadvantage was done. He was third, 3.9 seconds off Meeke's lead. The rerun stages in the afternoon would be more straightforward and for Sunday, the classification would be reversed, leaving others to unearth the right line.

Guess what? You don't need to, do you? Thought not.

Fastest, fastest, fastest, fast... you get the message. From Saturday afternoon onwards, Ogier found the sweet spot and nobody could stand in his way. The lead came with the controversy of a dusty night stage, which left the crews complaining bitterly about their position further back on the road. Oh, for the relative clear air Ogier was enjoying second into the stage (Stephane Lefebvre was ahead of him as the only Friday retirement)...

Questioning the Frenchman on his preferential position in the running order was entirely inadvisable. But it had to be done, with tongue at least venturing cheek-wards.

Ogier smiled at the irony. His good mood had returned, courtesy of another gilt-edged effort. "I have to say," he said, "I am surprised to be here in the lead. I gave everything for this. Now there's just one more day to do."

One more day to do to win the championship?

Cue quizzical look from the Gap superstar. "To win the rally," he replied.

It was almost as if Ogier had forgotten about the championship. This really was just another rally and another opportunity for him to showcase his outrageous talent.

Sunday meant five stages, 43 miles and four drivers separated by nine seconds. Three of them sat around a breakfast table headed by Capito and talked about how poor Finnish jokes were. Latvala was unable to offer much in the way of a defence. Or attack, once the cars were back on the stages.

Ogier counted them down and came home a world champion.

"This rally was perfect," he said quietly, with the kind of deep, wide smile of somebody who knows they couldn't have done their job any better. A third world title was the icing on a cake Ogier had been convinced wouldn't be rising three days earlier.



### And the rest?

Last week was a supremely entertaining round of the championship – the perfect antidote to the Trier snoozefest that preceded it. Three different manufacturers and four different drivers led in Australia on a rally drove home the worth of the FIA's changes to the running order regulations. Ogier might hate them – in the same way that that might be a hideous understatement – but if he'd run at the back of the pack from Friday morning, the watching world would have switched off and had a weekend in the garden.

Ogier's operating on another level right now. As it has been all year, only his team-mate and Meeke could come close. Paddon talked a good game ahead of the event, targeting another podium on the closest thing to a home event for the Kiwi. And the Hyundai

driver showed plenty of speed to dominate Saturday morning, but when push came to shove, the i20 WRC's appetite for soft rubber ended Paddon's hopes. It shows just how far the 28-year-old has come that he was a little disappointed with what was a brilliant drive to fifth.

Sordo's early form faded once the rally moved into stages the rest of the field had competed on before, but the real mystery in the Korean team was Thierry Neuville. Once again, the Belgian was all at sea and looking far from the Ogier-challenger we saw at the turn of the season.

Sordo will doubtless shine on the next two rounds of the championship in Corsica and Catalunya, but make no mistake, the light that's shining brightest in Hyundai's corner is the one from New Zealand's South Island. He's looking more and more like the

team leader next season. There will be no debating the position of team-leader at Volkswagen – the 1s are back on the side of Ogier's car for at least the next 16 rounds of the championship. And it'll take a huge effort from Latvala or Mikkelsen to shift them.

On Friday and Saturday morning, Latvala admitted he was missing his spark. He struggled to get the best out of his tyre choice on both mornings and admitted the only thing that got him going for the first afternoon was the cup of coffee Ogier's wife made him in service.

Latvala's deep self-analysis continued at every point and the Finn gratefully accepted that he was faced with a driver on history rewriting form. There was nothing Jari-Matti could do against Ogier last week. The man was on a mission.



Dani Sordo made the early running



*'Led the rally for longer than anyone'*  
Meeke's event rated, p29



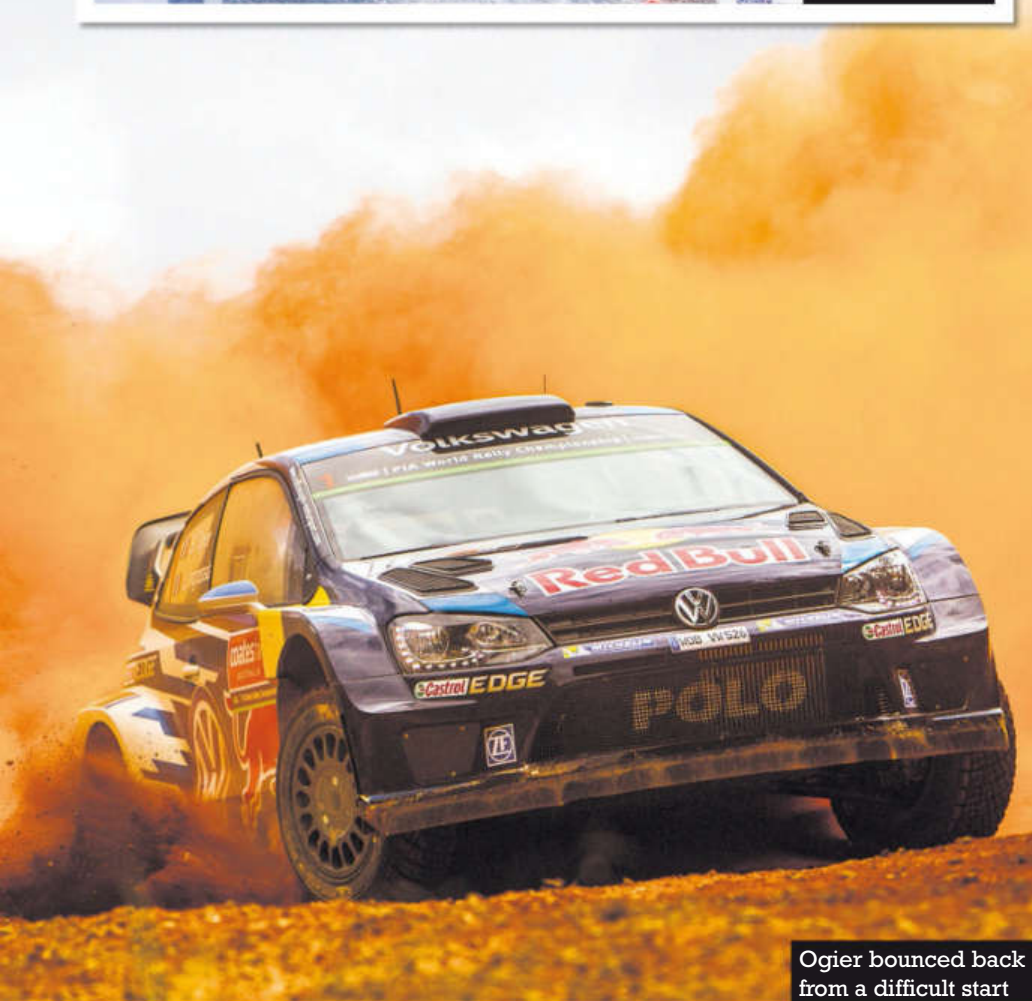
# ROUND

# 10

Photos: mcklein-imagedatabase.com



The new world champion's joy



Ogier bounced back from a difficult start

Ahead of the event, Mikkelsen had talked again about pushing for his first win on a rally he really enjoys and knows as well as anybody. A Friday afternoon transmission glitch left his Polo handling like one of the wilder snakes from the nearby bush, but even when his car was back in line and doing as it was told, Mikkelsen simply never looked capable of going toe-to-toe with Sebastien on Sunday.

### Meeke magic is back

Five months had passed since Meeke topped the podium in Argentina. Since then, he's shown more of that blistering South American pace, but small mistakes have sent him to hell and back. World championship rallying on the equator's south side clearly suits KM; he was bang on the money on Australia's east coast.

*continued on page 28*



Jari-Matti Latvala had no answer for his Volkswagen Polo team-mate Sebastien Ogier

### STAGE TIMES

**SS1 Utungun 1 (4.90 miles)**  
**Fastest** Sordo 4m59.4s **Leader**  
Sordo **Second** Mikkelsen +0.7s

**SS2 Bakers Creek 1 (10.41 miles)**  
**Fastest** Sordo 10m09.1s **Leader**  
Sordo **Second** Paddon +3.2s

**SS3 Northbank 1 (5.23 miles)**  
**Fastest** Sordo 5m53.6s **Leader**  
Sordo **Second** Paddon +7.0s

**SS4 Newry Long 1 (18.34 miles)**  
**Fastest** Meeke 16m56.7s **Leader**  
Meeke **Second** Sordo +3.3s

**SS5 Utungun 2 (4.90 miles)**  
**Fastest** Latvala 4m53.4s **Leader**  
Meeke **Second** Sordo +4.8s

**SS6 Bakers Creek 2 (10.41 miles)**  
**Fastest** Latvala 9m50.8s **Leader**  
Meeke **Second** Sordo +6.1s

**SS7 Northbank 2 (5.23 miles)**  
**Fastest** Latvala 5m47.3s **Leader**  
Meeke **Second** Latvala +4.5s

**SS8 Newry Long 2 (18.34 miles)**  
**Fastest** Ogier 16m35.5s **Leader**  
Latvala **Second** Meeke +2.0s

**SS9 Nambucca 1 (31.57 miles)**  
**Fastest** Paddon 28m25.1s **Leader**  
Meeke **Second** Latvala +2.6s

**SS10 Valla 1 (4.93 miles)**  
**Fastest** Paddon 4m24.8s **Leader**  
Meeke **Second** Latvala +2.3s

**SS11 Nambucca 2 (31.57 miles)**  
**Fastest** Ogier 27m47.6s **Leader**  
Meeke **Second** Ogier +2.4s

**SS12 Valla 2 (4.93 miles)**  
**Fastest** Ogier 4m25.1s **Leader**  
Ogier **Second** Meeke +0.3s

**SS13 Bucca Long 1 (13.64 miles)**  
**Fastest** Ogier 12m29.7s **Leader**  
Ogier **Second** Latvala +5.1s

**SS14 Wedding Bells 1 (5.74 miles)**  
**Fastest** Ogier 5m13.0s **Leader**  
Ogier **Second** Latvala +6.1s

**SS15 Settles Rd (3.98 miles)**  
**Fastest** Ogier 3m06.6s **Leader**  
Ogier **Second** Latvala +7.3s

**SS16 Bucca Long 2 (13.64 miles)**  
**Fastest** Ogier 12m24.1s **Leader**  
Ogier **Second** Latvala +11.2s

**SS17 Wedding Bells 2 (Powerstage) (5.74 miles)**  
**Fastest** Ogier 5m11.2s **Leader**  
Ogier **Second** Latvala +12.3s

# DAVID EVANS

**"Out of nowhere, the road suddenly narrowed"**



**I**t wasn't the approach Indiana Jones would have taken, but I wasn't bothered. I'd been more focused on aping Sebastien Ogier for the last hour.

But kneeling on the bonnet of the Team MN Mitsubishi Mirage on last week's Rally Australia was a slightly surreal moment. And all in the name of research, I'd spied a snake and wanted a picture. It was huge – like properly huge. Sitting here typing this now, a few days down the line, my legs have the same involuntary twitch as it goes through the mind. Admittedly, it wasn't moving very much, but I wasn't about to get caught out mistaking the dead for the sleeping. Back behind the wheel, MN's columnist Jerry Williams told me to crack on: we had a stage record to set.

As we have in recent years, Jerry and I set out to drive and discover more of the east coast roads. Nambucca's about the furthest south the event goes and time's beaten us in recent years, but this time around with everybody labelling the 31-miler as the game-changer in terms of Rally Oz, we made the time.

Game-changer it was, marking the start of Ogier's Saturday fightback just hours after it looked to have cost his team-mate Latvala his chance of victory down under. Pivotal stages don't come much more pivotal than this one.

And nor do they change in character so distinctly or so often. Just over a mile in and we'd been on and off asphalt twice. Getting back onto the gravel and staying there signalled the start of the first wide section. The road flowed beautifully, carving a swathe through lush green fields. The cambers commanded me to have a go, urging the hustle of all three cylinders through the apex. I duly obliged, inducing a cacophony of beeps and lights flashing to remind me that Japanese technology had just kept me on the road.

I actually considered switching the traction control off. Had I done so, it's possible the accident would still have been unfolding now.

As well as the quick stuff, there was the much more technical forested section, like a dry and dusty Motu Road, where patience would pay massive dividends. A couple of miles of regular double-width asphalt well into the second half of the stage was just what the tyres needed, but it was the goat tracks that had me on the edge. Out of nowhere, the road narrowed, rutted and went pretty much vertical all at once.

In fading lights, the Mirage started to slow. She wasn't going to make it. Sweaty handed, we crawled over the top. Unwilling to make the same mistake again, when the next incline arrived, we carried more speed, bumping, bouncing and blaspheming our way to the top.

Message received: Nambucca's the one. But seeing it in the flesh hammered home just how good these boys really are.

**NOW TURN OVER TO READ MN'S DRIVER RATINGS**



# RALLY AUSTRALIA REPORT



BY DAVID  
EVANS

Photos: mcklein-imagedatabase.com

## RALLY DEBRIEF

### Day one: 77.74 miles; 8 stages

**Weather:** overcast 14 to 21 celsius

- Dani Sordo makes a lightening getaway, fastest on the first three stages in the second-string Hyundai. The Spaniard – a Coffs Harbour debutant – makes the most of the cleaning effect and the fact that the first three stages are new to everybody. Sordo drops back with a downshifting problem in SS4.
- Citroen DS 3 WRC driver Kris Meeke takes over at the front of the field for much of the afternoon, before giving best to Volkswagen's Jari-Matti Latvala on the day's final stage.
- Sebastien Ogier recovers to third place with his first and only fastest time of the day on SS8 – the Polo R WRC man had spent the morning in eighth place after sweeping the loose gravel clear for those behind him.
- Fourth and fifth-placed Andreas Mikkelsen and Sordo ensure the top five places are split by just 15.9 seconds at the end of day one.
- M-Sport endures a tough day, with Ott Tanak and Elfyn Evans running eighth and ninth respectively. Tanak stalled in SS4 and spun two stages later, dropping him valuable seconds. Evans dropped more time with a puncture in SS4, but of more concern was a huge moment he suffered earlier in the same stage. The Welshman's all at sea on Friday.

**End of day one:** 1 Latvala/Anttila 1h15m29.1s; 2 Meeke/Nagle +2.0s; 3 Ogier/Ingrassia +4.6s; 4 Mikkelsen/Floene +12.9s; 5 Sordo/Marti +15.9s; 6 Paddon/Kennard +25.5s.

### Day two: 73.00 miles; 4 stages

**Weather:** sunny 15 to 23 celsius

- Ogier moves up three places in three stages to lead from Meeke at the end of the day. Even the Frenchman is surprised at what he's achieved from the front of the field.
- Having led all day, Meeke drops to second by 0.3s on the final stage. The Citroen man is livid at what he feels are unfair, dusty conditions in the dark Valla stage.
- Latvala slips from second to third, unable to come to terms with keeping his tyres for the duration of the 31-mile Nambucca test.
- Paddon dominates the morning with fastest time through Nambucca and Valla to move from sixth to fifth. Excessive tyre wear through the second run of the day's longest stage – allied to some gearshift issues – contain the Kiwi's efforts to climb higher up the leaderboard.
- Behind Paddon, the only positional change on the leaderboard comes when Neuville gets past Sordo for seventh place on SS12.
- Evans' miserable Rally Australia continues with a massive, sixth-gear moment in the dark on the day's final stage. The M-Sport man gets away with swiping the door mirror from his side of the car.

**End of day two:** 1 Ogier/Ingrassia 2h20m51.8s; 2 Meeke/Nagle +0.3s; 3 Latvala/Anttila +2.6s; 4 Mikkelsen/Floene +9.1s; 5 Paddon/Kennard +19.4s; 6 Tanak/Molder +39.1s

### Day three: 42.72 miles; 5 stages

**Weather:** sunny 13 to 23 celsius

- Ogier drives the perfect day to win every one of the final day's five stages to take the rally and the championship. Latvala follows his team-mate home, admitting he had no answer to the Frenchman's speed.
- Meeke loses second to Latvala on the day's opener and is readying himself for a final-stage fight with Mikkelsen for the bottom step of the podium when the Norwegian is hit with a 10-second penalty for checking into service early, turning the Dungannon man's 4.2-second advantage into 14.2s. The extra breathing space allows a more cautious run to third place to the finish.
- Paddon was fifth and top Hyundai, with his more senior team-mate Neuville edging Sordo for seventh by 6.9s.
- M-Sport men Tanak and Evans were sixth and ninth respectively.



Tyre gamble failed to reward Meeke

*Continued from page 27*

As if there wasn't enough pressure on him and Paul Nagle to begin with, a recce shunt sidelined Mads Ostberg, with Stephane Lefebvre stepping quite literally into the Norwegian's racesuit and helmet. Given that this would be Lefebvre's World Rally Car debut on gravel – and only his second outing in a DS3 WRC – Citroen's hopes of moving



Tanak showed flashes of pace

back into second place in the makes' race were hastily rethought. Ultimately, Lefebvre picked up manufacturer points, despite retiring from day one with broken suspension, but the narrowing of the gap between the French and Koreans came courtesy of Meeke's quite superb drive.

"Everybody's made a big thing out of a couple of small mistakes," said Meeke. "We got rid of the small mistake and this happened. At the same time, on a level playing field today [Sunday], we got a glimpse of where we are compared with the Volkswagens..."

He led for seven stages, but could he have won? You never know, but soft tyres on Saturday morning probably scuppered the job. He took a calculated roll of the dice that didn't pay off.

### M-Sport's mixed bag

Friday night in M-Sport's corner of the service park wasn't a great place to be; neither Ott Tanak or Elfyn Evans was terribly inclined to step into the team's command centre. Designed to fit around the logistical challenges long haul rallying poses, there's nowhere to hide inside what is a fancied-up shipping container. Tanak's cause was helped by the fact he'd been in or around the pace on most of the day's stages – and that he could fall back on the excuse that this was his first time in this neck of the woods in a World Rally Car.

Nothing could save Evans. He had an absolute shocker. The Welshman copped both barrels. And, terribly harsh as it sounds, he deserved them. He still couldn't find a way forward with a car Tanak used to run second fastest throughout Saturday morning.

"I think we need to forget this one," was probably the kindest thing Wilson could find to say.

Strange as it might sound, it could have been an awful lot worse. And it very nearly was when the Ford Fiesta RS WRC got away from Evans second time through Valla on Saturday night. Well up in the revs in sixth gear, the car slewed sideways to audible gasps from Evans and co-driver Dan Barritt. Already skewed, their world came close to being turned upside down. They escaped that one, but could have been forgiven for binning the roadbook in favour of a tank of juice and the Pacific Highway south to Sydney airport.

Sunday night at Sydney airport and Volkswagen's exclusive party was only just getting started. Rarely have 10,000 miles been enjoyed more. ■

## Al-Attiyah holds his nerve for WRC2 victory

Nasser Al-Attiyah moved further ahead of the absent Esapekka Lappi with a second WRC2 win of the season in Australia.

Back for a last hurrah in a Ford Fiesta RRC, Al-Attiyah would only be beaten once on Friday, when Yazeed Al-Rajhi eclipsed his SS2 time by three tenths of a second. The Saudi Arabian was back in his Ford Fiesta RRC for the first time in three months, but showed no sign of rustiness as he carried the fight to the Qatari star.

Al-Rajhi and co-driver Michael Orr's hopes of success Down Under took a significant knock, however, when they suffered a puncture on the fourth stage. Two minutes were lost to the deflation, but worse was to follow when they rolled on a tricky left-right sequence on SS11. Their event ended at the side of the road in Nambucca.

By that point, the sharp end of WRC2 had also been dramatic. Al-Attiyah had opened a 50.3-second lead over Yuriy Protasov by Friday night, but he would be forced to watch that lead shrink through Saturday morning. First a misfire in the 31-miler slowed him, but that was nothing compared to the transmission issue that robbed him of drive to the front wheels on the ensuing five miles of Valla.

"Difficult morning," smiled this year's Dakar winner thinly as he eyed timesheets that revealed just 10 seconds of his lead remained.

A gearbox change restored his Autotek-run car to rude health for the afternoon, but Protasov wouldn't be quite so easy to shake off in the event's second half.

The Ukrainian had struggled with his set-up for much of Friday and when he got the car to his liking, the pacenotes weren't working as well as they might. By Saturday, he was sorted and the motivation of being right back in the mix ensured he would keep Al-Attiyah on his toes. Fastest on SS15 slashed the gap to just 6.9s, but then suffered the agony of a 10-second penalty for jumping the start.

Al-Attiyah wasn't going to miss from there. He didn't.

Abdulaziz Al-Kuwari and Marshall Clarke were a distant third in their Ford Fiesta RRC. Al-Kuwari admitted he too had struggled with his pacenotes in some stages, while a herd of cows slowed his progress towards the end of Nambucca first time through. Al-Kuwari's second podium of the season does, however, move him up a couple of places in the championship standings.

## SUPPORTS



Al-Attiyah had a highly tense end to the event

Ahead of the event, Scott Pedder could hardly contain himself. Coffs might have been a 14-hour road trip from his native city of Melbourne, but this was the one the 39-year-old had been waiting all year for. Unfortunately, he whacked a cattle grid on the second stage and removed the right-front wheel. Guttled didn't come close – especially when he went off on the first stage on Saturday morning as well. Aussie honour was upheld by Coffs Harbour's own Nathan Quinn, who finished fourth in his Mitsubishi.



*'Petch wasn't  
headed all day'*  
Hamsterley report, p31



# ROUND

# 10

## DRIVER ANALYSIS

BY DAVID EVANS



### SEBASTIEN OGIER VOLKSWAGEN

What else is there to say? He took the best and made it better. And when he'd made it better, he took it to another level. Won another unwinable rally and deservedly got on the plane home a world champion for the third time. Legend.



10/10

### JARI-MATTI LATVALA VOLKSWAGEN

For the second rally in succession, Latvala showed himself not to be a morning person. Lost his chance when he cooked his tyres first time through Nambucca, but never looked likely to edge Ogier on the final day. Solid second place however.



8/10

### KRIS MEEKE CITROEN

Led this rally for longer than anybody else, but was powerless to stop the VW steamroller on Sunday. Fantastic and flawless drive under huge pressure to step back onto the podium for the first time since his Argentina win in April.



10/10

### MADS OSTBERG CITROEN

Er... hmm. Well, in the words of Tommi Makinen: "What to say..." It was a very long way to come to spend a morning on a surfboard. Recce shunt sent him home early with sore ribs and Jonas Andersson's voice a couple of octaves higher.



10/10 (for the surfing)

### OTT TANAK M-SPORT

A stall and a spin on day one aside, this was a good run for Tanak. His pace in Nambucca – particularly first time through – was exceptional. The Estonian was definitely the silver lining in a rather cloudy event for the Cumbrian-based outfit.



7/10

### ELFYN EVANS M-SPORT

From the moment somebody tried to put a snake around his neck at M-Sport's pre-event function, Evans looked like he'd rather be somewhere else. Two huge moments and a puncture did little to improve his mood. Brought the car home in ninth position.



1/10

### THIERRY NEUVILLE HYUNDAI

Another world rally where Neuville wasn't really at the races. Never a million miles away, but a very, very long way from the kind of form he was showing at the turn of the season. Not looking likely to repeat his 2011 Corsica win next time out.



5/10

### DANI SORDO HYUNDAI

Hyundai should demote him to the 'b' team more often. Granted, was running in favourable conditions on the road, but still looked exceptional across the first three stages. Faded from the front with brake problems as the event progressed.



7/10



Kiwi Paddon was thwarted late on

### VOLKSWAGEN ANDREAS MIKKELSEN

8/10

Started the event on a winner, having impressed Australian Iron Lady Courtney Hancock with his surfing ability and was always there or thereabouts in the podium fight. Lost his chance when his co-driver booked him into service a minute late.

### FORD WRC2 PRIVATEER NASSER AL-ATTIYAH

10/10

Came to Australia looking to get his WRC2 title tilt back on track – after knocking a wheel off his shiny new Skoda in Germany and crashing in Poland – and did just that. Overcame a transmission problem to take a dominant win.

### CITROEN STEPHANE LEFEBVRE

10/10

A day on a plane or a day in a factory World Rally Car? Lefebvre took Citroen up on its offer to sub for the injured Ostberg and then delivered a pretty much perfect drive. No experience, no test, no helmet or overalls, but crucially, no mistakes.

### HYUNDAI HAYDEN PADDON

9/10

Desperate to make the most of his shortest commute of the season, the Kiwi struggled with tyre wear on day one, but rocketed into the reckoning on Saturday morning before transmission trouble slowed his progress. Finished fifth.

## RESULTS

FIA World Rally Championship, round 10/13, Rally Australia, September 10-13

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Sebastien Ogier (FRA)/Julien Ingrassia (FRA)	Volkswagen Polo R WRC	2h59m16.4s
2	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Volkswagen Polo R WRC	+12.3s
3	Kris Meeke (GBR)/Paul Nagle (IRL)	Citroen DS3 WRC	+32.6s
4	Andreas Mikkelsen (NOR)/Ola Floene (NOR)	Volkswagen Polo R WRC	+38.5s
5	Hayden Paddon (NZL)/John Kennard (NZL)	Hyundai i20 WRC	+55.1s
6	Ott Tanak (EST)/Raigo Molder (EST)	Ford Fiesta RS WRC	+1m38.0s
7	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Hyundai i20 WRC	+2m08.3s
8	Dani Sordo (ESP)/Marc Marti (ESP)	Hyundai i20 WRC	+2m15.2s
9	Elfyn Evans (GBR)/Daniel Barritt (GBR)	Ford Fiesta RS WRC	+4m33.7s
10	Nasser Al-Attiyah (QAT)/Matthieu Baumel (FRA)	Ford Fiesta RRC	+11m46.5s
13	Stephane Lefebvre (FRA)/Stephane Prevot (BEL)	Citroen DS3 WRC	+16m10.4s
18	Lorenzo Bertelli (ITA)/Lorenzo Granai (ITA)	Ford Fiesta RS WRC	+37m45.3s



Latvala, Mikkelsen and Ogier relax...

## CHAMPIONSHIP POINTS

### DRIVERS

POS	DRIVERS	PTS
1	Sebastien Ogier	235
2	Jari-Matti Latvala	134
3	Andreas Mikkelsen	111
4	Mads Ostberg	90
5	Thierry Neuville	86
6	Kris Meeke	71
7	Elfyn Evans	63
8	Ott Tanak	62
9	Hayden Paddon	56
10	Dani Sordo	56



The VWs were all pretty snappy

### MANUFACTURERS

POS	TEAMS	PTS
1	Volkswagen Motorsport	343
2	Hyundai Motorsport	177
3	Citroen Total Abu Dhabi WRT	164
4	M-Sport WRT	148
5	Volkswagen Motorsport II	76
6	Hyundai Motorsport N	49



Lefebvre stepped in late and did a fine job



The locals were aware of a rally

**NEXT RALLY**

New champ Ogier ready for a homecoming

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# RALLY REPORT

Photos: Pro-Rally Photography

# PETCH TAKES TOUR VICTORY

Fiesta R5+ fast enough to hold off rivals on Hamsterley.

By **Phil James**



Smith/Dykes Proton won Class 1 in seventh overall



Barry Lindsay and Caroline Lodge headed Class 2 in a Peugeot 206

## RESULTS

### Tour of Hamsterley Rally, September 12

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Stephen Petch/Michael Wilkinson	Ford Fiesta R5+	41m26s
2	Matt Edwards/John Connor	Mitsubishi Lancer E9	+57s
3	Matthew Robinson/Sam Collis	Ford Escort Mk2	+2m33s
4	Scott McCombie/Mark Fisher	Mitsubishi Lancer E9	+3m47s
5	Michael Glendinning/Paul Hughes	Subaru Impreza	+3m53s
6	Peter Stephenson/Ian Windress	MG S2000	+4m25s
7	Mat Smith/Giles Dykes	Proton Satria	+4m35s
8	Steve Petch/John Richardson	Ford Fiesta S2000	+4m58s
9	Lee Hastings/Julie McGuire	Subaru Impreza	+5m18s
10	John McIlwraith/Ian Jones	Ford Escort Mk2	+5m41s

Classes, 1: Smith/Dykes; 2: Barry Lindsay/Caroline Lodge (Peugeot 206); 3: McIlwraith/Jones; 4: Phil Gallagher/Mick Gallagher (Ford Escort Mk2); 5: McCombie/Fisher; 7: Paul May/Daniel May (Ford Escort Mexico); 8: Andrew Robinson/Kevin Wilson (Ford Escort Mk2).

**S**tephen Petch and Michael Wilkinson mastered the tricky conditions to take a comfortable victory in their Ford Fiesta R5+. They finished almost a minute ahead of the Mitsubishi Lancer E9 of Matt Edwards and John Connor.

As crews lined up at the start of Hamsterley's opening 7.4-mile Kings Crag stage, hours of teeming rain had made the tracks slippery in the extreme, but that didn't deter Petch.

The Fiesta R5+ pilot got off to a flier, stopping the clocks 24 seconds up on second placed Edwards, who had been baulked by a slower car. That might have looked good on paper and also to the casual observer, but inside the car Petch had concerns that his engine was down on power.

Third from the off, and completing a top three order that was to remain intact throughout the day, was Matthew Robinson and Sam Collis in their familiar Ford Escort Mk2.

Robinson seemed to be in his element, sliding the Escort at every opportunity, while maintaining an advantage over the Fiesta S2000 of Steve Petch Sr and John Richardson.

If conditions were bad in SS1, worse would soon follow in the second of the Hamsterley tests, the 8.1-mile Strawberry Bank, where a blanket of fog joined forces with the rain. Petch was quickest again, 22s faster than the tying Edwards, who had stalled at a chicane, and Robinson.

The Subaru Impreza of Michael Glendinning and Paul Hughes was closing in on Petch Sr. Mat Smith and

Giles Dykes were keeping their grip on sixth place, while behind them Scott McCombie and Mark Fisher gained a place despite spinning and stalling their Lancer E9.

The first of three visits to Raby Castle then followed. Robinson was quickest through the 2.8-mile test but the only change in the top five places happened when Glendinning edged ahead of Petch Sr. McCombie was now sixth ahead of Smith, who was one of many with windscreens misting issues, followed by Nick Dobson and Steve Pugh's Escort Mk2. Completing the top 10 as crews reached service were Lee Hastings/Julie McGuire (Subaru Impreza) and Peter Stephenson/Ian Windress (MG S2000).

By the time crews arrived back in Hamsterley for a repeat of the morning's pair of tests the fog had lifted but the rain was still in evidence, making the tracks even more slippery.

Notwithstanding that, Petch was quicker than his earlier attempts at both tests. He set a brace of fastest stage times, albeit being matched on the second by Edwards. McCombie continued his climb up the order, displacing Glendinning who was now followed by Smith, after he'd survived a big moment. Peter Stephenson was now up to seventh, while Petch Sr dropped to eighth when the alternator packed up. John McIlwraith and Ian Jones ran in ninth, despite picking up a puncture on their Escort Mk2. Hastings, who had torrential rain driving through his roof vent, slipped to 10th. Dobson was out now, with the rear suspension detaching itself from the car.

A return to Raby Castle for two repeat

runs of the earlier stage completed proceedings and the top five order remained unchanged. Stephenson survived an encounter with a herd of stray deer to move up to sixth, swapping places with Class 1 winner Smith. With no time to replace the alternator, Petch Sr retained eighth place after completing the two stages with a pair of batteries strapped in tandem. Class 3 winner McIlwraith slipped to 10th after his steering rack worked loose, allowing Hastings to regain ninth.

Just missing out on a top 10 finish but happy to collect the Class 4 awards were Escort Mk2 duo Phil and Mick Gallagher, who hadn't rallied in Hamsterley for 25 years.

Behind them came Class 2 winners Barry Lindsay and Caroline Lodge but their Peugeot 206 bore signs of a SS1 excursion into a ditch and an altercation with a gatepost in SS3 after going through a fence.

Top Historic performances came from Andrew Robinson and Kevin Wilson, who took the Class 8 awards after finishing 16th overall in their Escort Mk2, while Paul and Daniel May took the Class 7 prizes in their Escort Mexico.

At the finish, Stephen Petch was delighted, but relieved, to win his home event for a third successive year. He said: "We've been struggling with the power, it's not running right. It got slower as the day went on, but fortunately I know these stages well enough to get away with it. The engine data will go to M-Sport for diagnosis and we hope it can be sorted for the Trackrod Rally [on September 25/26]." ■



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# RALLY REPORT



Photo: Songasport, Kevin Money, Lorcan Barron

## Moran retains title as Duckworth takes the win

### Bovington 4x4

By Gary Simpson

**Organiser:** Marches 4x4 **When:** September 12/13 **Where:** Bovington, Dorset **Championships:** Britpart MSA British Cross Country Championship/Freelander Challenge/BCC Trophy **Runs:** 19 **Starters:** 23

Ben Duckworth took his second BCCC win of the season in his Milner LRM-1 after a weekend-long battle with the similar car of Ryan Cooke, as Mike Moran retained his BCCC title.

Moran was quickest on the first run but, by run three, Cooke had taken the lead. At end of the 10 runs of day one, Cooke held a 19s lead over Duckworth, with Moran in third.

Cooke's lead was lost on the opening run of day two as he hit a rock that punctured the car's floor. The Milner duo swapped fastest times throughout the day but it was Duckworth who claimed the win.

"It was a great fight with Ryan, the two of us were very close all event," said Duckworth. "I'm very happy with the result. The team did some tweaks to the suspension overnight to make the car ride the bumps better and their hard work paid off."

With Cooke in second it was Moran who brought his AT 4x4 Indy Challenger home in third, a result good enough for him to retain his BCCC title.

Nick Pritchard won the BCC Trophy category in his Goka Buggy and Ian Linford was victorious in the Freelander Challenge.

### Results

1 Ben Duckworth/Kevin Bates (Milner LRM-1) 2h24m03s  
2 Ryan Cooke/Chris Cooke (Milner LRM-1) +55s  
3 Mike Moran/Tony Coid (AT 4x4 Challenger); 4 Paul Myers/Martin Myers (Land Rover Tornado); 5 Steve Smith/John Griffiths (JRG Indy Clio V8); 6 Mark Jacques/Simon Last (3M Challenger); 7 Neil Davey/Tony Barley (GSR 206 Evo 8); 8 John Thorne (Arctic Cat Wildcat); 9 Jason Sharpe/Richard Lester (Isuzu D-Max); 10 Paul Harris/Karina James (GSR Maxilight)



Straker's Darrian followed ALMC

## STRAKER TAKES SECOND IRISH VICTORY IN A ROW IN WEXFORD

After retiring from last year's event, Straker held off strong opposition to win

### Wexford Stages Rally

By Brian Patterson

**Organiser:** Wexford Motor Club **When:** September 12/13 **Where:** Wexford, Ireland **Championships:** South East Stages Rally Championship, Wexford Championship **Stages:** 12 **Starters:** 120

### Mark Straker made the trip from Surrey well worthwhile by taking a clear victory on the Wexford Rally in his Darrian.

Straker, who scored his debut Irish rally win a couple of months ago on the ALMC event, was again co-driven by Michael Coady. Wesley Patterson/Johnny Baird and Frank Kelly, with last minute replacement co-driver Martin Brady, both crews in Ford Escort Mk2s, finished in second and third places.

The first day's action was to the West of Enniscorthy and consisted of two stages – Ballynakill (10.5 miles) and Caim (9.4 miles) – each one repeated three times. Previous winner James Stafford was quickest out of the box on the opening stage, 6s faster than Straker in his similar Darrian. Steve Wood, in

his Subaru Impreza, was a further two seconds back.

By the time the crews arrived a service at Enniscorthy after the second stage, Wood was up to second place, just 1s ahead of Straker, while Stafford was streaking away at the front.

The leader's situation remained much the same through stage three, but, in the following test, he sustained damage over a jump. Stafford managed to get the car to service but had lost at least a minute.

His Darrian rival Straker generously gave Stafford the necessary parts to fix the ailing machine.

Wood had spun his Subaru, which allowed Straker into the lead, with Wood 30s back. Patterson in his Ford Escort Mk2 was setting brilliant times and moved up to third.

Following heavy overnight rain, Kelly had gone for wet pattern tyres. The roads were dry when the cars went into the opening stage of the day and Kelly was down in ninth initially. A change to more suitable rubber promoted him to

fourth after stage four. George Condell was fifth in his rapid Toyota Starlet RWD and Stafford was relegated to sixth.

The final two Saturday stages brought retirement for Wood's Subaru with mechanical problems, which were thought to be related to a power steering fluid leak. Stafford, meanwhile, piled on the pressure and set fastest times. Although Straker still led after stage six, he was aware that Stafford was clawing his way back and had moved from sixth to third over those two stages.

The two Sunday stages, one 12.4 miles and the other 9.3 miles, again each repeated three times, were situated to the West of Wexford.

Stage seven didn't run while on stage eight Graham Scallan's Mitsubishi Lancer E10, which had been seventh overnight, was retired with a blown engine that caused a small fire. Stafford made a major charge to catch rally leader Straker, but in wet conditions Stafford put his Darrian off the road.

This left Straker a clear run to the finish and victory. Patterson's

replacement differential held out to the end and he took a fine second. Fellow Escort man Kelly finished the day with a fastest stage time flourish to secure third. Condell fulfilled a long held ambition to actually finish the rally and he was fourth in his Starlet. Simon Chapman was fifth in his Proton. Eugene Meegan's work in developing his BMW 1M paid off with sixth place.

### Results

1 Mark Straker/Michael Coady (Darrian Coady T90 GTR) 1h40m45s;  
2 Wesley Patterson/Johnny Baird (Ford Escort Mk2) +56s; 3 Frank Kelly/Martin Brady (Ford Escort Mk2); 4 George Condell/Paul Twomey (Toyota Starlet RWD); 5 Simon Chapman/Ashley Trimble (Proton Satria); 6 Eugene Meegan/Sarah Whelan (BMW 1M); 7 John Stafford/Amy Ryan (Peugeot 205 RWD); 8 Wayne Evans/Son Jones (Ford Escort Mk2); 9 Andrew Fanning/Andy Hayes (Ford Fiesta); 10 Richard Moore/Brian Halligan (Honda Civic EG6).  
Classes, 1: Ruari McCaffrey/Seamus McTigue (Honda Civic VT); 2: Thomas O'Rourke/Tommy Foley (Honda Civic Type R); 3: Ciaran Cloke/David Creane (Peugeot 306); 4: Gavin Kelly/Mark Wilson (Mitsubishi Lancer EB); 5: Joe Connolly/John Smithwick (Ford Fiesta RS); 6: Timmy Foley/Barry Meade (Ford Escort Mk2); 7: Niall Fitzpatrick/Gary Fitzpatrick (Ford Escort Mk1); 8: F. Moore/Halligan; 9: Kyle McGettigan/Dale McGettigan (Toyota Corolla); 10: Paul Doyle/Robert Nolan (Ford Escort Mk2); 11: Condell/Twomey; 12: Straker/Coady; 13: JF Shovelin/Terence Furey (Subaru Impreza); 14: Robert Adamson/Jane Nicol (Ford Escort RS1800); 15: Terry Browne/Den Golding (Ford Escort RS1800); 16: Chapman/Trimble; Junior Rally winners: Jason and David O'Brien (Honda Civic).



Overall winner: Ben Duckworth

## Forester duo Taylor and Swallow head Impreza challenge

### Vale of York Stages

By Peter Scherer

**Organiser:** Slaithwaite Motor Club, Lindholme Motor Club **When:** September 13 **Where:** Melbourn, Yorkshire **Championships:** ANEMMC, Association of North Western Car Clubs Stage Rally Championship, EMAMC, Melbourn Challenge **Stages:** 8 **Starters:** 41.

For once at Melbourn, Alex Taylor and Mark Swallow didn't have it all their own way in their Subaru Forester. Both Terry Pressdee/Mark Broadbent, and David and Matthew White challenged early on in their Subaru Imprezas.

Although Taylor led the first stage, Pressdee was a second up after the second run. But, gradually, Taylor eased clear and, with White picking up a 30-second penalty for striking stage

furniture, Pressdee was left to consolidate second position.

White clawed back his deficit and snatched second from Pressdee on the final stage, while Simon Belcher/Peter Butler managed to hold onto fourth from stage three, despite receiving a one-minute jumped start penalty.

Nigel Barber/Stuart Popplewell moved their Vauxhall Astra ahead of Colin Mills/Philip Rushton's Subaru Impreza for fourth on stage two, retaining the place until they shed a wheel on the final test. Mills therefore sealed fifth, with Steve and Steven Southall's Ford Escort Mk2 completing the top six and taking Class 4 by 20s from John Dixon/Tom Hutchings' Ford Escort.

In Class 1, Jonathan Williams/David Longhawn's Peugeot 205 took the spoils by almost a minute from Alex Mill/Adam Charlesworth's Nissan Micra. Although Stuart Wilson/Chris Purvis topped Class 2, they battled all day with Steven Storke/Nicola Magarry. David Hirst/Samantha Waterhouse won Class 3.

### Results

1 Alex Taylor/Mark Swallow (Subaru Forester) 1h06m47s; 2 David White/Matthew White (Subaru Impreza) +53s; 3 Terry Pressdee/Mark Broadbent (Subaru Impreza); 4 Simon Belcher/Peter Butler (Subaru Impreza); 5 Colin Mills/Philip Rushton (Subaru Impreza); 6 Chris Walker/Wayne Ward (Subaru Impreza); 7 Steve Southall/Steven Southall (Ford Escort Mk2); 8 John Dixon/Tom Hutchings (Ford Escort Mk2); 9 John Tolson/Connor Tolson (Subaru Impreza); 10 Shaun Wilson/Chris Longster (Subaru Impreza).  
Classes, 1: Jonathan Williams/David Longhawn (Peugeot 205); 2: Stuart Wilson/Chris Purvis (Vauxhall Nova); 3: David Hirst/Samantha Waterhouse (Opel Manta); 4: Southall/Southall.



Forester blocked another Impreza win



SPORTING SCENE

SMITH JR DESPERATE FOR  
BrISCA F1 WORLD FINAL WIN

Second-generation stock car man on pole for the biggest race of the season

**By Colin Casserley**

Stuart Smith Jr says that he is going to savour the moment if he claims victory in the BrISCA F1 World Final at King's Lynn on Saturday.

Smith, son of six-time World Final winner Stuart Smith Sr, claimed the prestigious title when the showdown was first held at the Norfolk venue back in 2007. The race has been held at King's Lynn three times in total.

Smith will start from the front row for Saturday's blue riband event with Rob Speak alongside. Frankie Wainman Jr and Mick Sworder form the second row.

Smith Jr said: "When I won the title for the first time, the whole place just went crazy and the evening went by in just a blur. If I am lucky enough to win it this time, I want to take things in a bit more and take things easier so that I can remember it in years to come."

Smith sealed his slot on the front row by overtaking Wainman Jr with a last-lap pass

during the first semi-final at Belle Vue at the end of July.

"I was quite happy with second place in the semi and thought I would settle for the place on the World Final grid, but then racer's instinct took over in the last few laps and I just had to go for the win," he said.

Smith goes into the World Final as the most recent final winner at the King's Lynn track. He blitzed the opposition at the beginning of August, but he will not find it easy as Sworder, who has five final wins in recent years at King's Lynn, starts right behind him on row two.

"I had a great result in my semi final at Birmingham where I was second. I am just hoping for better luck than the last time the World Final was at King's Lynn, when I was taken out by Josh Pelkey, the American driver, before we had got across the start line," said Sworder.

The BrISCA F1 World Final event takes place at the Adrian Flux Arena at King's Lynn on Saturday, and the meeting starts at 1730hrs.

BrISCA F1 WORLD  
FINAL PREVIEW



Stuart Smith Jr  
wants second win



Photos: McKlein, Colin Casserley and Brian Lamme

WORLD FINAL GRID	
BrISCA F1 World Final	
King's Lynn, September 19	
POS	DRIVER
1	Stuart Smith Jr
2	Rob Speak
3	Frankie Wainman Jr
4	Mick Sworder
5	Reserved for overseas driver
6	Reserved for overseas driver
7	Mat Newson
8	Dan Johnson
9	Craig Finnikin
10	Nigel Green
11	Reserved for overseas driver
12	Reserved for overseas driver
13	Lee Fairhurst
14	Danny Wainman
15	Paul Hines
16	Paul Harrison
17	Reserved for overseas driver
18	Reserved for overseas driver
19	Dylan Williams-Maynard
20	Michael Steward
21	Tom Harris
22	Josh Smith
23	Reserved for overseas driver
24	Reserved for overseas driver
25	Chris Brocksopp
26	Mark Gilbank
27	Jack Aldridge
28	James Morris
29	Reserved for overseas driver
30	Reserved for overseas driver
31	John Lund
32	Ed Neachell
33	Reserved for overseas driver
34	Reserved for overseas driver



Murphy won his place in South Africa having won the UK Hot Rod World Final

Murphy targets more international race runs

National Hot Rod World Final winner Shane Murphy says he would like to race overseas again after making his international debut last month.

The 30-year-old clinched the showpiece Hot Rod event at Foxhall Heath in Ipswich at the end of June and UK promoter Spedeworth brokered a deal for the Cork man to travel to Johannesburg to take a national round in South Africa. He raced a Tata-built machine in the 20-car meeting at the Rock Raceway last month.

Murphy said he was delighted with the chance and would love to return: "It was an outstanding opportunity that was only given to me because I had been lucky enough to win the World Final.

"I was there for six days and had a day testing the car before the race meeting on the Saturday night. I finished second in the first heat, but the rear-left wheel became loose in the second, so that left me 10th for the final itself. I managed to climb up the order to second place."

Murphy recommended racing abroad to other UK runners, but said that there were several things that he had to get to grips with as he adapted to the category.

"The cars are a little bit shorter than the National Hot Rods that we race over in the UK, so they are more twitchy and lively," he explained. "Also, they have about 50bhp more than our cars. They put out about 300bhp but they have less torque than the engines we use, so that means that the driving style is all about momentum as much as anything else."

Murphy is leading the Irish points standings and is aiming to defend his World Final crown at next year's showdown. "If I win, then I'll get the chance to go to South Africa again, which is something I want to do – I'd recommend it to anyone," said Murphy.

Galli to tackle World Rallycross programme

Italian Gigi Galli is expected to compete in his home round of the World Rallycross Championship next month in a brand new Kia Rio.

The former World Rally Championship star, who made his World RX debut in Italy last season, has leaked artist's impressions of the new car on his Facebook page.

In a video of how the new Rio will look, Galli announced that the team will be officially launched on September 25, with an October 17 debut coinciding with the Franciacorta rallycross event.

The Rio will be the first of its kind in rallycross. Galli raced an OlsbergsMSE Ford Fiesta to fourth in the semi-finals in Italy, 2014. He was twice a podium finisher in the WRC before a heavy accident on Rally Germany in 2008 effectively ended his career.

Procter sets his sights on WRX return in Spain

Briton Kevin Procter is aiming to return to the World Rallycross Championship in Spain this weekend after engine problems put him out of the last round in France.

An engine issue with Procter's Ford Fiesta that occurred after the final at Lydden Hill on Bank Holiday Monday reappeared ahead of the round at Lohaec earlier this month.

The British driver's Fiestaran a two-litre engine for the first time at Lydden Hill, built by Dutch engine builder Mike Callaghan. Procter formerly ran a Mountune 1600cc engine that, until the end of 2015, allows a Supercar to run at a lower minimum weight.

"The guys found a problem with the engine and we can't afford to risk more damage, and there was no time to fix it before France," he said.

ROUND-UP

The second half of the **MSA Sporting Trials** season commenced at its usual venue up in Cumbria, where 15 crews were met with wonderful views on a sunny morning, but a biting wind.

Despite not feeling fully fit, Roland Uglow drove superbly to win the **Robin Jager Trial** by a substantial margin, dropping just three points. He was assisted by his regular passenger Laura Wilks and the duo took their first win of the year together.

Ian Bell finished a distant second overall on 12 points in comparison, two points ahead of Simon Kingsley and his son Matthew. Josh Veale's

new Sherpa trials car wasn't ready in time, so he was offered use of his dad's version. He climbed into fourth after a slow start. Andrew Woodhead could only muster fifth, double driving Colin Campbell's Jedi. Campbell won the novice class in 13th place.

Barry Hogg led a cluster of Hamilton drivers in sixth, winning the intermediate class, a point behind Woodhead. George Watson and Peter Fensom drove slowly just behind, and ahead of Mark Milne. Richard Sharp completed the top 10.

Henry Kitching cruised to a clear win at the **Gaby Mohr Car Trial** last Sunday despite the car cutting out on

a couple of occasions. Mark Hoppe retained the British championship with second overall after a calculated drive.

Conditions proved slippery following heavy rain, but rapidly dried up. Steve Courts lead the rear-wheel-drive class all day with a steady drive to third overall from Nigel Weeks. Ray Jacobs won the front-wheel-drive class in fourth, following a day-long battle with Rupert North, Philip Buckle and Simon Harris, who was ruing a couple of costly mistakes on one hill. Shawn Franklin and Tim Beard had a titanic battle, swapping points on each hill to sneak inside the top 10.

Second place for Paul Blair, 5.6s

behind Robin Lyons, was enough to clinch the Striker driver's first **Northern Ireland Autotest** title, the first for a sports car since 1972, at Loughry College in County Tyrone on Sunday.

Steven Ferguson finished third, with defending champion Peter Grimes fourth following a fail when a driveshaft broke.

**Results**  
**Robin Jager Sporting Trial, MSA, BTRDA, NPTCC Championships**  
1 Roland Uglow (Crosle) 3 points; 2 Ian Bell (Hamilton) 12; 3 Simon Kingsley (Crosle) 14; 4 Josh Veale (Sherpa) 16; 5 Andrew Woodhead (Jedi) 17; 6 Barry Hogg (Hamilton) 18; 7 George Watson (Hamilton) 22; 8 Peter Fensom (Hamilton) 25; 9 Mark Milne (Crosle) 29; 10 Richard Sharp (Cartwright) 35.

**Gaby Mohr Car Trial, MSA, BTRDA, AWMMC, Cookstown, Co Tyrone**  
1 Henry Kitching (Vauxhall Corsa) 62 per cent; 2 Mark Hoppe (Citroen Saxo) 76.4; 3 Steve Courts (Hillman Imp) 88.7; 4 Ray Jacobs (Citroen Saxo) 93; 5 Rupert North (Rover Mini) 98.4; 6 Philip Buckle (Citroen Saxo) 103.8; 7 Nigel Weeks (Hillman Imp) 110; 8 Simon Harris (VW Golf) 111.5; 9 Shawn Franklin (Ford Ka) 115.7; 10 Tim Beard (Citroen Saxo) 118.

**Northern Irish Autotest, Loughry College, Cookstown, Co Tyrone**  
1 Robin Lyons (Mini) 660.2s; 2 Paul Blair (Striker) +5.6s; 3 Steven Ferguson (Mini Special); 4 Peter Grimes (Mini Special); 5 Ashley Lamont (Westfield); 6 Paul Mooney (Vauxhall Nova); 7 Paddy Power (Mini Moke); 8 Chris Grimes (Mini Special); 9 Gareth Dillon (Striker); 10 Andrew Blair (Vauxhall Nova); 11 Jamie McMillan (Vauxhall Nova); 12 Willie Keaning (Vauxhall Nova).  
Class winners: Steven Ferguson; Paul Blair; Paul Mooney.



## 'Fairhurst was a surprise World Final winner'

Looking back at BriSCA F1's great hits, p36

Photos: mkpics.net



## NATIONAL HOT RODS

# WOOD PERFORMS LIKE A WIZARD

Two wins for Hot Rod ace include a dominant final



Billy Wood was able to ease clear in the final

### Hednesford Hills Raceway National Hot Rods

By Graham Brown

Organisers: Incarace When: September 13  
Where: Hednesford Hills Raceway Starters: 29

**After a frenetic three race programme, it was Billy Wood who emerged as top dog as he sped to two wins out of three. His second victory in the final was a convincing one. He trounced the field too and Wood had a half-lap advantage by the time the chequers fell.**

Dave Garrett set the pace in the first heat, nipping past Frank West midway through the opening lap. Garrett had quite a while to enjoy the fresh air of the lead while the rest sorted themselves out. Once they had, it was Ivan Grayson who chased him down. Grayson wasted no time taking to the outside line and went to the front as they crossed the stripe shortly before mid-distance.

Garrett fell back fast after that, with Rich Adams moving up to second ahead of returnee Danny Hunn. Adams got into his stride in the last half and slipped under Grayson along the back stretch to take it up as they left the West bend.

Grayson managed to stay in touch (even more so after the

entire field was slowed by some oil on the track late in the race) but it was still Adams's win at flag fall, with Willie Hardie home in third.

Heat two didn't go nearly so well for Grayson, who pulled up right at the start and, in fact, caused a caution for his car to be removed from the entry to turn one.

West was able to lead this one for a handful of laps before Garrett took it up again, only to be interrupted by another caution for a two-car crash that started at the West bend exit but ultimately ended up at the other end of the track.

The restart put Mark Edwards right on Garrett's bumper; Edwards going by shortly before he was passed by Wood who then pulled steadily clear.

As the grid panned out for the final, this event looked the best chance yet for this season's still-new qualifying system to produce a great race. All the day's fast movers were either at or near the front of the grid.

Polesitter Hardie got the jump at the green but immediately found Wood alongside him, the challenger forcing a side-by-side situation throughout the opening laps. Just as it looked as though something of a stalemate might be developing, Carl Waller-

Barrett went spinning on the East bend and was forced into a high-speed reverse manoeuvre away from the scene. As the leaders swerved around him it enabled Wood to finally hit the front and left Hardie to try and defend second spot against a two-pronged assault on his position by Danny Fiske and Kym Weaver.

Blue flags didn't manage to oust Hardie from second and with Wood soon busy scything through the backmarking traffic, it began to look like a done deal as far as the win was concerned.

Fiske eventually vanished from the dice after clipping a backmarker; while there were less than two laps to run by the time Hardie's defence finally cracked, allowing Weaver, Jason Kew and Rob McDonald all through.

Wood was a long time gone by that point, however, and was exactly half a lap to the good at the finish.

### Results

**Heat one:** 1 Rich Adams (Vauxhall Tigra); 2 Ivan Grayson (Vauxhall Tigra); 3 Willie Hardie (Vauxhall Tigra); 4 Daniel Hunn (Vauxhall Tigra); 5 Aaron Dew (Vauxhall Tigra); 6 Billy Wood (Vauxhall Tigra); 7 Robert McDonald (Vauxhall Tigra); 8 Martin Heath (Vauxhall Tigra). **Heat two:** 1 Wood; 2 Mark Edwards (Vauxhall Tigra); 3 Hardie; 4 Kym Weaver (Vauxhall Tigra); 5 Danny Fiske (Vauxhall Tigra); 6 Danny Hunn (Vauxhall Tigra); 7 Jack Blood (Vauxhall Tigra); 8 Dave Garrett (Vauxhall Tigra). **Final:** 1 Wood; 2 Weaver; 3 Jason Kew (Vauxhall Tigra); 4 McDonald; 5 Hardie; 6 Shane Bland (Vauxhall Tigra); 7 Fiske; 8 Blood; 9 Brett Walter (Peugeot 206CC); 10 Dew.

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# RETRO: BRISCA WORLD FINAL

Photos: Colin Casserley

Ahead of this weekend's World Final, we look back at some of the classics. By **Colin Casserley**

# HEAVY METAL

## EPIC BATTLES



Fairhurst powered from the very back to take a triumph

**B**risCA F1 stock car racing provides fast-paced action and plenty of thrilling overtaking. It's a sport that has a rich history that dates back to 1955.

Each year the World Final is the highlight of the season. It's the big one, and is one of the oldest motorsport championships in the world. It is the event that drivers work all year towards. Points are scored over the course of the season, and those with enough earn their place in the World Final. Once they've made the grade, it is a winner-takes-all one-off event and the World champion is crowned.

This year's showdown takes place this weekend at King's Lynn on Sunday afternoon.

Over the years there have been many classic World Finals but 1975 and 2012 provided two of the all-time great races...

### 1975 World Final

It was billed as a north versus south grudge race, but the contenders were good friends.

Dave Chisholm and Stuart Smith Sr; arguably two of the greatest drivers the sport has seen, were about to embark on a battle royal. Chisholm and Smith went wheel-to-wheel at Belle Vue in Manchester

for the entire 25-lap distance. There was an edge to the event. Chisholm was going for an unprecedented third straight World Final crown.

Smith passed away in December 2010 but, by 1975, he was a double World Final winner and his reputation was well established.

"He was a hard driver, but he was fair," recalls Hertfordshire ace Chisholm. "You could have a good race with him but he would let you know he was there."

Chisholm's build-up to the event didn't go to plan. "I arrived late because there had been a problem on the motorway," he says. "When I got there all the cars were lined up in the pits. I parked next to Smith."

And the fun began straight away. Chisholm's car was making an unusual sound because he'd fitted headers to his exhaust system.

"I'd fitted them to the car the week before, I was one of the first to do so, and the sound echoed underneath the old grandstand," says Chisholm. "It sounded so crisp and different to every other car and my mechanic told Smith I'd bought a Can-Am engine and fitted it during the week."

"He was winding him up as we hadn't done anything to the car apart from fit the headers, but he looked in shock and I think that psyched him out a bit."

The pair ran nose-to-tail as Chisholm struggled to stay with Smith. "I was pedalling like crazy and couldn't get close enough to

pass him," he says. "We were both going about the same speed but with about five laps to go I touched him, the next lap I touched him again and with a couple of laps to go I touched him harder! Smith went a little wide in the pit bend and I managed to get past him into the lead. I was lucky enough to hold him off over the last lap and a bit."

An injury early in 1976 prevented Chisholm from defending his title but his place in the history books as one of the all-time greats of the sport was guaranteed. He had beaten Smith, who would go on to win six world titles, 13 national points titles in a row and 500 final victories.

Chisholm is widely acknowledged as the sport's greatest ever. His 1975 World Final win was a vital part of building that reputation. He was also the first to win the World Final

on both shale and Tarmac and the first of only two drivers to win both the F1 and F2 stock car titles, Rob Speak being the other.

### 2012 World Final

The 2012 World Final was held at Skegness and was a complete contrast from that of 1975.

Instead of featuring the two best drivers walking away with the race, in 2012 it was impossible to predict the winner.

In fact, he wasn't even in the race until an hour or so before the green flag. Lee Fairhurst was one of the favourites to transfer from the consolation semi-final into the big race but a third-place finish in that event – outside of the qualifying positions – looked to have ended his hopes of winning the title. But then his father Derek had to drop out of the big race with mechanical problems.

Fairhurst Jr was thus in the main event, but he had to start from the back of the grid. His chances were slim. Only once in 58 years had a driver won from the back and that was in the rain-soaked 1964 event.

The race was stopped early on when a multi-car pile-up blocked the track, and a few laps later the field was bunched up when a yellow flag came out following Rob Speak's roll in turn one. Race leader Tom Harris was punted into the wall by second placed man Dan Johnson, and that brought out yet another yellow flag

that allowed Fairhurst to close on the leaders.

Fairhurst got a great restart and was soon able to catch Johnson and a great battle raged between the two, with Fairhurst eventually barging his way into the lead.

In an action-packed 30 laps Fairhurst drove the race of his life, picking his way through the chaos with a maturity beyond his age to become the second youngest World Final winner.

"I was lucky not to get any damage at the start," he says. "And I was able to stay out of trouble. When the yellow came out for Speak I was in 10th and I thought I had a chance to win. When I got up to fifth I thought 'this is my chance'. After I got past Johnson I tried to tell myself to keep it smooth and not make any mistakes. I tried not to mirror drive but I could see Johnson gaining on me, but he wasn't able to get close enough."

Fairhurst passed 35 cars during the 30 laps of the quarter-mile Skegness circuit in a race that showcased everything stock car racing is all about. There was plenty of passing, all-out full-contact racing and the fastest driver starting at the rear of the field and carving their way through the slower cars.

Sometimes showpiece events can disappoint or fail to live up to the expectation. That rarely happens in BriSCA F1 stock cars. ■

**"He thought I'd bought a Can-Am engine"**

**Dave Chisholm**





# KARTING

*'Pex takes world  
KZ title honours'*  
**CIK-FIA Le Mans, below**

Photos: kartpix.net



# SIMPSON TO MAKE RETURN

## Multiple champion will compete in X30 Senior rounds

By Russell Hayes

**Multiple British karting champion Mike Simpson will return to the sport after a three-year absence to compete in selected X30 Senior club rounds at the end of the season and throughout the winter.**

The 32-year-old former works karter, who now competes in the British GT3 Championship and European Le Mans Series as factory racer and commercial manager at sportscar constructor Ginetta, last raced at Kartmasters in 2012.

"Crasher Simpson is back!" he said. "I love karting, Andy Cox at Birel wants to get out there and we'll be taking part in random races at Kimbolton, Whilton Mill, PFI and have some fun.

"I've driven one or two X30 machines when driver coaching. It would be good to keep sharp over the winter. There's nothing as close as karting.

"It's going to be a dad-and-lad affair alongside Andy. We had great times going around Europe together. It'll be fun for my dad too. He's bored and wants to go back to karting. He's gone and bought a new caravan and thinks that we're getting the old Team Simpson van together. Hopefully I can help Andy sell a few chassis as the Birel-ART machine is strong. I can't commit to a full winter



Simpson will race a Birel kart

series due to work commitments and sportscar testing. But hopefully I'll fire a few people off, watch out!"

Simpson said he's been impressed with the X30 compared to the established Rotax powerplant.

"Karting is just on it's a\*\*\*," he said. "There's no new people coming in. You need fresh blood. There's no point in people like me or Mark Litchfield returning, it needs new people to grow. The lap times between X30 and Rotax are similar, but they go about it differently. X30 is more traditional, like the 100cc unit used to be. I think you can buy an engine, carburettor and exhaust and have a crack at it. The tyres don't drop off that much either. I like it, it's a bit more old school. But it's still the old people coming back to remind them of their youth."



Champion will race in X30

## LE MANS

### Pex takes last lap final glory in Le Mans thriller

**CIK-FIA: Le Mans**

By Russell Hayes

**When:** September 11-13 **Where:** Le Mans, France  
**Championships:** CIK-FIA World KZ2 & CIK-FIA Academy Trophy  
**Round:** 9/10

A late last-lap manoeuvre handed Dutch racer Jorrit Pex the World KZ Championship title at Le Mans.

The weekend's honours had looked set to be heading the way of the experienced Italian Paolo de Conto who led throughout the qualifying heats and narrowly lost out to Pex in the Prefinal. Having jumped Pex when the Final lights went out, de Conto himself then quickly lost the lead to French Sodiracer Arnaud Kozlinski. The pair played out an entertaining tussle, with de Conto managing to retake the position and then lead Pex for 19 of the 22 laps.

With the half-a-second margin closing in the closing stages, Pex saw the opportunity to threaten his CRG team-mate de Conto on the final tour, with defending world champion Marco Ardigo joining the duo after his 10th place start for an entertaining late scrap. Pex managed to grab the lead heading into the final corners, separated by only 0.2s at the flag. Ardigo later lost his third place finish after his front bodywork was adjudged to have become detached, handing the place to Kozlinski.

Of the Brits, Ben Hanley took sixth and Jordan Lennox-Lamb eighth.

#### Results

**KZ Final (22 laps)** 1 Jorrit Pex (CRG); 2 Paolo de Conto (CRG) +0.166s; 3 Arnaud Kozlinski (Sodikart); 4 Jeremy Iglesias (Sodikart); 5 Bas Lammers (Sodikart); 6 Ben Hanley (Mad-Croc Karting). Heat winners Reeve; Pinsent. Fastest Lap Ardigio 53.040s (58.37mph). Pole Pex. Starters 34.

## SUPER ONE

# EASTHOPE LIMPS HOME TO TAKE TITLE

**Super One: Shenington**

By Henry Beaudette

**When:** September 11-13 **Where:** Shenington, Banbury  
**Championships:** Junior TKM, TKM Extreme, KZ1, Honda, IAME, X30 Jr, X30 SR **Rounds:** 9/10

**Henry Easthope retained the MSA British Senior Karting title in dramatic fashion at Shenington following a KZ1 race that will live long in the memory of all who witnessed it.**

The defending champ was one of four drivers who came into the final round with a chance of the title, with Sam Webster narrowly ahead and both Adam Glear and Scott Allen holding an outside hope. Allen's hopes disappeared during Saturday's heats and, with Webster snapping a chain in heat one, Easthope capitalised with a pair of wins to put the pressure on.

Glear, who still held a slim chance of title glory, led the opening laps of Sunday's first final but was passed by an inspired Dan Kelly before Easthope usurped them both in one fine move at Stratford Corner. Webster followed suit and the two main protagonists pulled away from the rest. But Webster couldn't pass Easthope and he took the win, meaning that whoever finished in front of the other in the last race of

the year would be crowned champ.

The tension before the final race was palpable but, as has been the case all year the comradeship and sportsmanship between Easthope, Webster, Glear and their respective teams shone through as an example to everyone in the sport. But few could predict just how heart-stopping the next 15 minutes would be.

From the inside of the front row Webster made the best start, slicing across the front of Easthope to grab the lead into turn one and dropping the defending champ to fourth. Easthope then swiftly made his move to pass Glear and Kelly to retake second and set about catching his rival.

By lap 10 Easthope was sat on Webster's rear bumper and primed to launch an assault when Webster's engine suddenly seized coming out of Wilkins. With nowhere to go Easthope clipped the back of Webster's stricken kart and went off, handing the lead to Kelly, with Allen second and Glear third. Easthope got back on but was last, meaning he and Webster were tied on points with Glear only seven markers behind.

Allen closed relentlessly on Kelly until at the start of the last lap he made his move into Park Bend. Kelly, seeing an opportunity to retake the lead at Cafe Corner

went for it and the ensuing collision sent both off track and handed Glear the lead and the win. With mechanics and spectators alike believing Glear now had the title the chequered flag fell with nobody quite sure who was British champion.

However on dropped scores Glear only made a net gain of three points by moving from third to first and by passing the stricken Kelly and Allen, Easthope crawled home in sixth to take the title by two points from Webster, with Glear a further four markers back in third. Breathless stuff.

The other classes on the bill were all in their penultimate rounds and none saw a champion crowned, meaning there will be everything to play for in the season finale at PF International at the end of the month.

Dexter Patterson won undefeated in **Cadet IAME** but his title chances hang in the hands of the MSA Court following an exclusion at Larkhall earlier in the season. Should his appeal be denied, double podium finisher Jonny Edgar is in a commanding position in the standings.

The **Junior and Senior X30** tour events were won by Phillip Hanson and Matt Davies respectively although Davies had to share Senior honours with race



Easthope starred for title

one winner and points leader Josh Collings.

**Cadet Honda** provided all the usual thrills and spills, with Oliver Bearman and Dragan Pinsent taking the wins as Oliver Clarke increased his narrow points advantage over Harry Thompson with two solid top five efforts.

Matt England could have wrapped up the **TKM Extreme** title had it not been for a turn one collision with Kyle Sproat in the second final but, even with Sproat and James Ogden taking the top two spots in final two, a win in the first final for England means he still holds a commanding position.

The **Junior TKM** title picture was turned on its head as Matthew Taylor won two finals to overhaul Matthew Graham and Christopher Whitton but Taylor only has a narrow lead, with five drivers still in with a chance in the season finale.

#### RESULTS

##### Cadet Honda

**Final one (19 laps)** 1 Oliver Bearman (Evolution Racing/Project One) 16m33.94s; 2 Dragan Pinsent (Eclipse Motorsport/Project One) +0.06s; 3 Nicholas Reeve (ZIP Team/ZIP) +0.11s; (Project One/Project One); 5 Oliver Clarke (BRK Factory Team/BRK); 6 Keaton Samra (ZIP Team/ZIP). Heat winners Reeve; Pinsent. Fastest Lap Harry Thompson (Cutting Edge Racing/Project One) 51.59s (44.15mph). Pole Pinsent. Starters 29.

**Final two (19 laps)** 1 Pinsent 16m33.43s; 2 Bearman +1.16s; 3 Reeve; 4 Clarke; 5 Fayers; 6 Harry Thompson (Cutting Edge Racing/Project One). FL Reeve 51.55s (44.18mph).

##### KZ1

**Final one (21 laps)** 1 Henry Easthope (Taylor International Motorsport/Sodikart) 16m13.21s; 2 Sam Webster (Zip Kart/Birel ART) +0.11s; 3 Dan Kelly (Andy Fairless Racing/Birel ART); 4 Adam Glear (privateer/CRG); 5 Scott Allen (Jade Karts/Gold); 6 Ben Blick (Taylor International Motorsport/Sodi). HW Easthope. FL Allen 45.87s (59.06mph). P Webster. S 10.

**Final two (21 laps)** 1 Glear 16m14.48s; 2 Blick +1.75s; 3 Hannah Lang (MK Racing/Tonykart); 4 Tom Pyttlik (privateer/Alonso); 5 Bobby Game (Team O'Neill/Ricciardo); 6 Easthope. FL Webster 45.93s (58.99mph).

##### Junior TKM

**Final one (21 laps)** 1 Matthew Taylor (Flex Motorsport/Tonykart) 15m55.68s; 2 Ryan Edwards (Red Racing/Tonykart) +0.12s; 3 Abbi Pulling (privateer/Tal-Ko); 4 Jack Davidson (Litchfield Motorsport/Tonykart); 5 Matthew Graham (Jade Karts/Jade); 6 Susanne Gutzold (Flex Motorsport/Tonykart). HW Edwards. Taylor. FL Pulling 45.00s (50.61mph). P Taylor. S 18.

**Final two (21 laps)** 1 Taylor 16m00.70s; 2 Pulling +0.11s; 3 Davidson; 4 Edwards; 5 Graham; 6 Bradley White (privateer/Jade). FL Pulling 45.01s (50.60mph).

##### TKM Extreme

**Final one (14 laps)** 1 Matt England (privateer/Tal-Ko) 10m43.66s; 2 Kyle Sproat (Litchfield Motorsport/Tonykart) +0.07s; 3 Al Paterson (privateer/Alonso); 4 James Ogden (Klaassen

Motorsport/Tonykart); 5 Andrew Ferguson (privateer/Intrepid); 6 Shane Power (Flex Motorsport/Tonykart). HW Ogden x2. FL Ferguson 45.38s (50.19mph). P England. S 8.

**Final two (21 laps)** 1 Sproat 16m01.35s; 2 Ogden +0.12s; 3 Paterson; 4 Owain Rosser (Jade Karts/Jade); 5 Ferguson; 6 Grant Edgley (privateer/Tal Ko). FL Rosser 45.22s (50.36mph).

##### Senior X30

**Final one (22 laps)** 1 Josh Collings (Hobzie Motorsport/Kosmic) 15m56.41s; 2 Matt Davies (privateer/Tonykart) +0.48s; 3 Dean Hale (Melliosport/Gold); 4 Euan Wilson (S8 Racing/Alonso); 5 Lewis Malin (Pro Tec Motorsport/Kosmic); 6 Jamie Flynn (Ricky Flynn Motorsport/Alonso). HW Hale; Davies. FL Davies 42.88s (53.11mph). P Hale. S 8.

**Final 2 (22 laps)** 1 Davies 15m54.25s; 2 Collings +0.14s; 3 Hale; 4 Wilson; 5 Flynn; 6 Sam Harman (privateer/Tonykart). FL Davies 42.75s (53.27mph).

##### Junior X30

**Final one (22 laps)** 1 Phillip Hanson (BKC Racing/Tonykart) 16m13.75s; 2 Harry Platten (BRK Factory Team/Octane) +1.46s; 3 Angus Marlow (ZIP Team/ZIP); 4 Oliver Greetham (S8 Racing/Alonso); 5 Thomas Pegram (BKC Racing/Tonykart); 6 Ethan Pitt (Jade Karts/Gold). HW Hanson x2. FL Platten 43.76s (52.04mph). P Hanson. S 13.

**Final two (22 laps)** 1 Hanson 16m15.26s; 2 Platten +0.06s; 3 Pegram; 4 Pitt; 5 Greetham; 6 Joshua Thompson (Litchfield Motorsport/Tonykart). FL Hanson 43.76s (52.04mph).

##### Cadet IAME

**Final one (19 laps)** 1 Dexter Patterson (AIM Motorsport/ZIP) 16m28.78s; 2 Jonny Edgar (Fusion Motorsport/Synergy) +0.05s; 3 Owen Marlow (ZIP Team/ZIP); 4 Harry Thompson (Fusion Motorsport/ZIP); 5 Finlay Bunce (AIM Motorsport/ZIP); 6 Joseph Taylor (Fusion Motorsport/Synergy). HW Patterson x2. FL Edgar 51.29s (44.40mph). P Brandon Martland (AIM Motorsport/ZIP). S 34.

**Final two (19 laps)** 1 Patterson 16m26.12s; 2 Edgar +0.07s; 3 Marlow; 4 Taylor Barnard (AIM Motorsport/ZIP); 5 Thompson; 6 Martland. FL Edgar 51.16s (44.52mph).



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MN does not always agree with opinions expressed in letters

## MN SAYS...

### Goodwood is even bigger

The Revival meeting has grown and still delivers

Despite being a long-term fan of historics, I hadn't been to the Goodwood Revival for eight years until last weekend. And I was surprised at how much more there was, from extra grandstands to many more attractions for those not solely obsessed with racing.

For me, though, the measure still has to be the on-track action. And we got plenty. Even the 500cc Formula 3 encounter, not normally a personal highlight, was sensational. I'll certainly be keeping an eye on Peter de la Roche from now on.

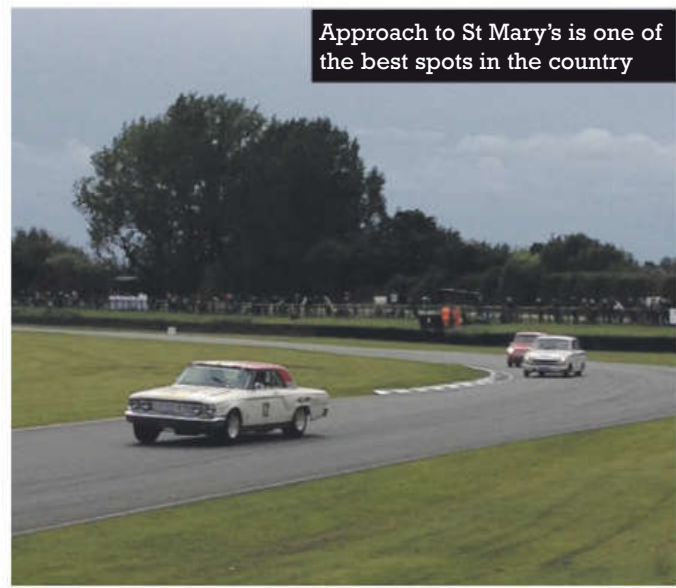
A trip out to the kink before St Mary's is always a must, for it gives a real indication as to who is really on it, and who can consistently hit the same mark at the high-speed right-hander. Andrew Jordan won my unofficial award there at the Members' Meeting in March and this time it was Nick Swift. The Mini ace was aggressive but precise as he pursued the Alfa of Alex Furiani.

●Sebastien Ogier has (unfairly in my opinion) received a lot of flak for his criticism of the WRC running order, so it's great he secured his third crown having cleaned the road (again) in Australia for a couple of days. Well done Seb!

**Kevin Turner, Editor (Twitter: @KRT917)**



Approach to St Mary's is one of the best spots in the country



## YOUR PICS



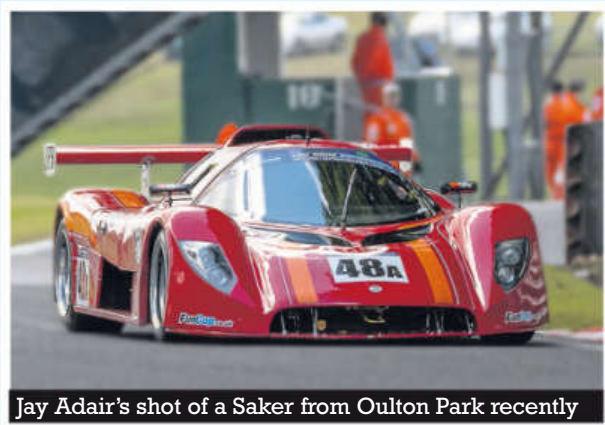
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**ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!**

Chris Hart's photo of this original Clubmans racer



Jay Adair's shot of a Saker from Oulton Park recently



Rob Austin's Audi A4 in flight at Rockingham, as captured by Peter Atkins



Duncan Douglas snap of a De Tomaso Pantera racer



John Henderson took this at Bo'Ness



Mark Ashby's GT40 beauty

## LETTERS

### Don't close the cockpits

Well done to Nico Hulkenberg for supporting the open cockpits in F1.

While we must acknowledge the great strides forward in safety in recent years, it should not continue blindly. Health and safety has its place but, unchecked, will leave us all in a padded room attended by robots and experiencing the world via a screen.

If you sit in a machine at 200mph on the limit of adhesion at some point something will go wrong and you will have a bad day. We all accept risk to greater or lesser degrees in life: motoring, rock climbing, hang gliding etc, etc.

We do this because it excites us and that is judged by the participant to be worth the risk. It is all about balancing the risk against the rewards. If you don't accept the risk do something else. British Touring Car Championship or DTM perhaps?

I am sure Chuck Yeager didn't think: 'I'll be fine in this closed cockpit' as the B52 dropped his X-1 from its belly to break the sound barrier.

Also what do bike racers think about all this? They sit on a machine at silly speeds passing lampposts on the Isle of Man. Let's not have a kneejerk reaction.

**Richard Browitt**  
Via email



*Motorsport News,*  
September 9

### Nice tribute

On Tuesday I watched the coverage of the concluding 2015 IndyCar race at Sonoma.

Congratulations to NBC SN for the low-key yet respectful memory to Justin Wilson. It was great that the British national anthem was played as well and before the American national anthem.

As for the race, Sonoma was a boring but a safe race. As for Scott Dixon winning on double points, Montoya has a right to be angry.

But, this year, Dixon won three races to Montoya's two. That may or may not be fair but it is the rules as signed up by all drivers and teams at the start of the season.

Unlike the borefest that has been Formula 1 in the last 10 years, we didn't know who would win the IndyCar title until the last corner of the last race. So, in a way, it worked.  
**Garry Simpson**

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# WHAT'S ON

## LISTINGS

### RACING SATURDAY

■ **Oulton Park, Cheshire**  
**BRSCC meeting** Caterham Superlight, Caterham Roadsport, Caterham Tracksport, Caterham Supersport, Caterham Academy  
**Starts** racing from 1120hrs (qualifying from 0830hrs)  
**Admission** adult £14, under 13 free  
**Web** msv.com  
**Contact** 0843 453 9000

■ **Cadwell Park, Lincs**  
**BRSCC meeting** Mighty Minis, Xtreme Minis, Saloon and Sports  
**Starts** racing from tba (qualifying from 0900hrs)  
**Admission** adult £14, under 13 free  
**Web** msv.com  
**Contact** 0843 453 9000

### SATURDAY/SUNDAY

■ **Donington Park, Leics**  
**MSVR meeting** Monoposto, GT Cup, Atom Cup, Track Day Trophy, Team Trophy, Mini Challenge, Production BMW, Racing Saloons, Mk2 Golf GTi, VAG Trophy  
**Starts** Saturday, racing from tba (qualifying from 0910hrs) Sunday, racing from tba (qualifying from

0910hrs)  
**Admission** adult £15  
**Web** donington-park.co.uk  
**Contact** 01332 810048

■ **Silverstone, Northants**  
**BARC meeting** Classic FF1600, Britcar, Clio Cup, MGOC, Junior Saloons, Kumho BMW  
**Starts** Saturday, racing from 1120hrs (qualifying from 0900hrs) Sunday, racing from 1115hrs (qualifying from 0930hrs)  
**Adm** £10 **Web** silverstone.co.uk  
**Contact** 08704 588260

■ **Snetterton, Norfolk**  
**BARC meeting** Trucks, Classic FF2000, Clubmans, Mini Miglia, Mini Se7en, MaX5, Legends, Historic Touring/Classic Saloons, Pre-1983 Touring Cars, Pre-1993 Touring Cars, Pre-2003 Production Touring Cars, Blue Oval Saloons, Classic Thunder, Classic VW  
**Starts** Saturday, racing from 1210hrs (qualifying from 0900hrs) Sunday, racing from 1030hrs (qualifying from 0900hrs)  
**Admission** adult £14, under 13 free  
**Web** msv.com  
**Contact** 0843 453 9000

■ **Rockingham, Northants**  
**BRSCC meeting** Ford Fiesta, Ford Fiesta Junior, Pickups, Track Attack  
**Starts** Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 0900hrs)  
**Admission** £15  
**Web** rockingham.co.uk  
**Contact** 0870 1660438

■ **Mondello Park, Ireland**  
**Leinster Trophy** Formula Vee, Formula Sheane, BOSS Formula Libre, Stryker Sportscars, Touring Cars, GT, Historic Racing Cars, Ginetta Junior, FF1600, Fiesta Zetec, Fiesta Junior, Global GT Lights, ASK Supercars  
**Starts** Saturday, racing from 1300hrs (qualifying from 0930hrs) Sunday, racing from 1300hrs (qualifying from 0930hrs)  
**Admission** adult 15 euro, children free  
**Web** mondello.ie

### RALLYING THURSDAY-SATURDAY

■ **Douglas, Isle of Man**  
**Rally Isle of Man**  
**Starts** Thursday 1830hrs Friday 0940hrs Saturday 0845hrs  
**Adm** free **Web** rallyisleofman.co.im

### SUNDAY

■ **Shannon, Ireland**  
**Clare Stages**  
**Starts** 0945hrs  
**Admission** free  
**Web** claremotorclub.com

### SPORTING SCENE FRIDAY/SATURDAY

■ **King's Lynn, Norfolk**  
**BriSCA F1 World Final**  
**Starts** 1730hrs (Saturday)  
**Admission** Adults £17 (Friday) £33 (Saturday), Concessions £17 (Friday) £28 (Saturday), children 5-15 £7 (Friday) £10 (Saturday)  
**Web** f1stockcars.com

### SATURDAY

■ **Lochgelly Raceway, Fife**  
**Scottish Hot Rods**  
**Starts** 1800hrs  
**Admission** adults £10 children 13-15 £5 concessions £5 under 12s free  
**Web** hardieracepromotions.co.uk

■ **Tipperary Raceway, Tipperary**  
**Irish Hot Rods**  
**Starts** 1800hrs  
**Admission** tba  
**Web** tipperaryracewaysora.com

■ **Tullyroan Oval, Dungannon**

**Northern Irish Hot Rods**  
**Starts** 1830hrs  
**Admission** tba  
**Web** dmcracepromotions.com

### SATURDAY/SUNDAY

■ **Doune, Lothian**  
**British Hillclimb Championship, Scottish Hillclimb Championship**  
**Starts** 0900hrs  
**Admission** adults £7, children under 16  
**Web** dounehillclimb.co.uk

■ **Santa Pod Raceway, Northamptonshire**  
**British Drag Racing Championship**  
**Starts** tba  
**Admission** adults £20 (Saturday) £20 (Sunday), children under 16 free (both days)  
**Web** santapod.co.uk

### SUNDAY

■ **Northampton Raceway, Northampton**  
**BriSCA F1 World Masters**  
**Starts** 1200hrs  
**Admission** tba  
**Web** spedeworth.co.uk

*Correct at time of press but please check with event organisers before travelling*

## TV GUIDE

For the first time this year someone other than Paul Bird and David Weston won a BTRDA round as the championship came to Shropshire for the **Woodpecker Stages** (Thursday, 1925-2030hrs, Motors TV). With both Bird and Weston absent it was certain we would have a new winner for 2015, and the rally didn't disappoint as the lead changed on the final stage.

Following the main Woodpecker footage (Thursday, 23-40-0010hrs, Motors TV), the BTRDA's **1400 class** has its own dedicated programme in what is a very competitive championship.

Back to Tarmac and east of Shropshire, the **Mighty Minis** took on Silverstone last month (Wednesday, 1925-2030hrs, Motors TV). The door-to-door and wheel-to-wheel championship produces thrills – and spills – by the bucketload.



Anderson took a hard-fought win on the Woodpecker

Karting is also taken care of this week (Monday, 1750-1925hrs, Motors TV), with the British **Super 1 Karting Championship** covered from Whilton Mill in Northamptonshire.

For an international flavour, watch highlights of the **DTM** (Wednesday, 2200-2300hrs, BT Sport 1) from the perhaps not-so-well-known

Oschersleben, which produces some fantastic racing. British title hopeful Jamie Green has often gone well at the circuit.

Sky Sport F1's **Classic Races** programme covers off the glitz and the glamour of the 1984 Dallas Grand Prix (Wednesday, 2100-2145hrs), won by a very quick Finn.

## LIVE TV

### Singapore Grand Prix:

**BBC coverage**  
 ■ **Qualifying:** Saturday 1715-1835 BBC1 HD  
 ■ **Race:** Sunday 1700-1835 BBC1 HD

### Singapore Grand Prix: Sky Sports F1 HD coverage

■ **Drivers' press conference:** Thursday 1630-1700  
 ■ **Practice one:** Friday 1045-1250  
 ■ **Practice two:** Friday 1415-1615  
 ■ **Team principals' press conference:** Friday 1615-1700  
 ■ **The F1 Show Live:** Friday 1830-1930  
 ■ **Practice three:** Saturday 1045-1215  
 ■ **Qualifying:** Saturday 1300-1535  
 ■ **Race:** Sunday 1230-1530  
 ■ **Highlights:** Sunday 1815-1915

### NASCAR Sprint Cup Series: Chicagoland

■ **Race:** Sunday 1930  
 Premier Sports TV

### Blancpain Endurance Series: Nurburgring

■ **Race:** Sunday 1315-1715  
 Motors TV

### World Endurance Championship: Circuit of the Americas 6 Hours

■ **Race:** Saturday 2230-0300  
 Motors TV  
 Saturday 2300-0515  
 BT Sport 1

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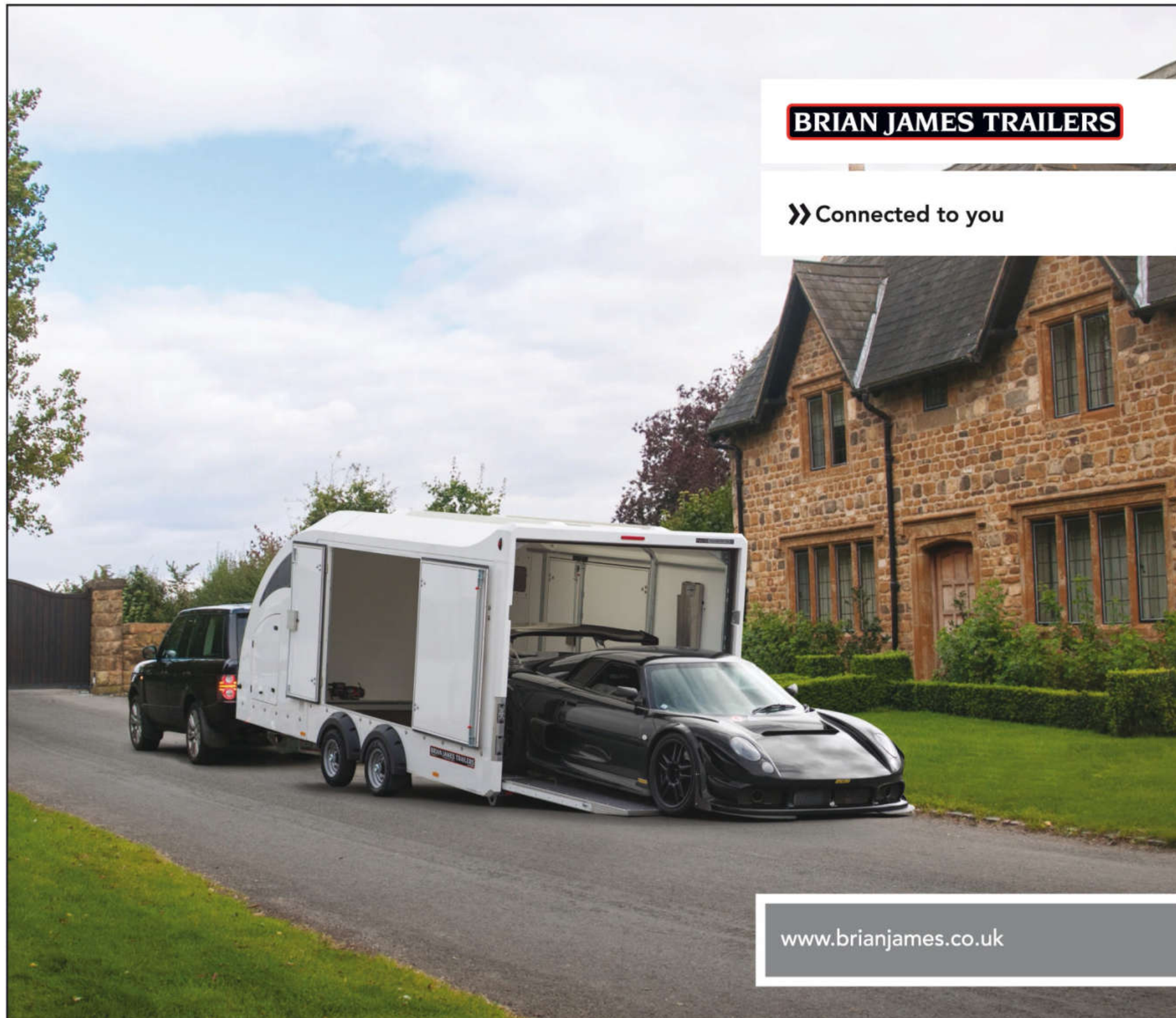
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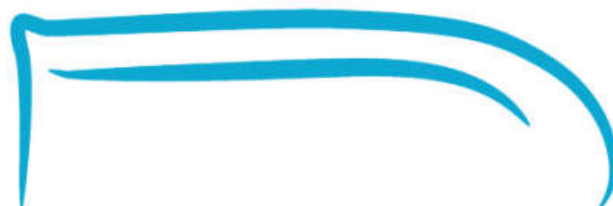


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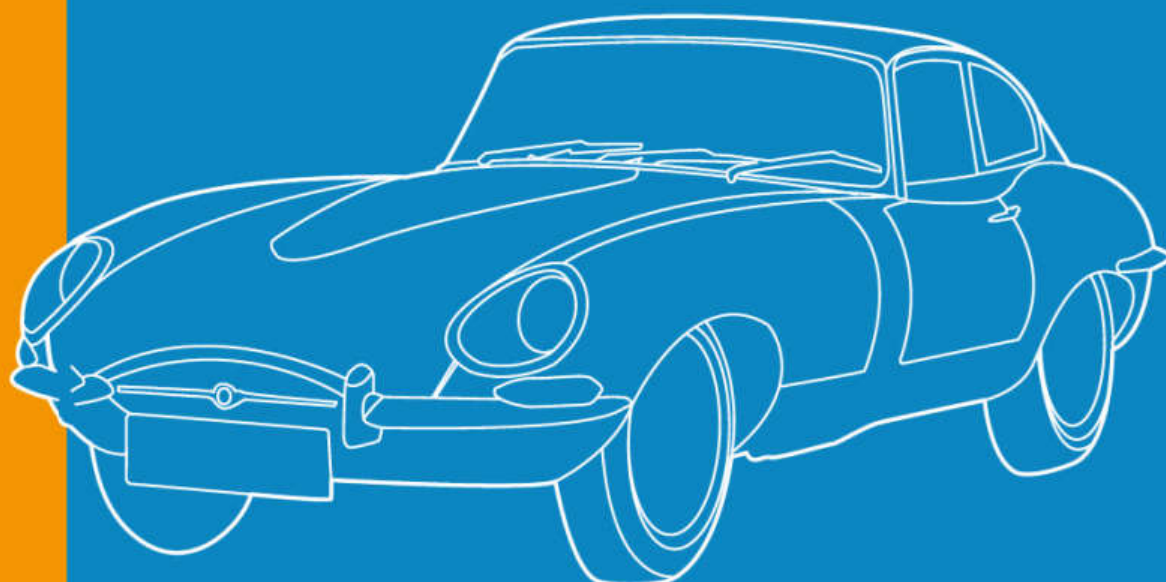
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\*\* 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

\* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.